



## Highways Committee

**Wednesday, 9 February 2011 at 7.00 pm**

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

### Membership:

#### Members

Councillors:

J Moher (Chair)  
Powney (Vice-Chair)  
Beswick  
Butt  
Jones

#### Alternates

Councillors:

Thomas  
Crane  
John  
Arnold  
R Moher

**For further information contact:** Joe Kwateng, Democratic Services Officer  
020 8937 1354, [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

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**The press and public are welcome to attend this meeting**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item	Page
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<b>1</b>	<b>Declarations of personal and prejudicial interests</b>	
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Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

<b>2</b>	<b>Minutes of the previous meeting held on 14 December 2010</b>	<b>1 - 6</b>
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<b>3</b>	<b>Matters arising (if any)</b>	
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<b>4</b>	<b>Deputations (if any)</b>	
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<b>5</b>	<b>Petitions</b>	
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(a) Petition requesting a review of the Maybank Avenue One Way System

This petition submitted by local residents requests the following:-

“A review of the Council’s decision on one way system resulting in the closure of Maybank Avenue to traffic entering it from Harrow Road.”

A report regarding this item appears under item 6 in the agenda.

(b) Petition requesting a review of timing restrictions for parking in the Temple Road area, GM CPZ

This petition submitted by local residents requests the following:-

“Brent Council should consider the views of the local community and look at the issue of parking in Temple Road. The request is to reduce the current timings to 10:00am – 3:00pm as in the neighbouring GA CPZ zone. This will help with the health and safety of the community and the local health club members in particular older and female members. We feel that the current meter charges are excessive with rates of £4 for 2 hours which are double compared to rates in other Boroughs.”

A report regarding this item appears under item 7 in the agenda.

- (c) Willesden Lane Bus Stop near Christchurch Avenue NW6

This petition submitted by local residents requests the following:-

“Restore the Christchurch bus stop to its original position for pedestrian and vehicle safety.”

A report regarding this item appears under item 8 in the agenda.

- (d) Petition against the changes to residential parking on Cobbold Road NW10

This petition submitted by local residents requests the following:-

“We the undersigned hereby object to the proposed changes in residential parking scheme in Cobbold Road.”

A report regarding this item appears under item 9 in the agenda.

**6 Petition for the review of one way system, Maybank Avenue**

7 - 14

This report informs the Committee of a petition seeking a review of traffic arrangements at the junction of Harrow Road and Maybank Avenue as the petitioners are concerned about the impact of the arrangement on (vehicle) journey times for residents and visitors to the Maybank Avenue, Rosebank Avenue, Fernbank Avenue area. The report outlines the results of a review of the situation and concludes that no changes should be made at this stage to the arrangement introduced during 2008.

**Ward Affected:** Sudbury;

**Contact Officer:** Peter Boddy,  
Transportation Unit

Tel: 020 8937 5446

[peter.boddy@brent.gov.uk](mailto:peter.boddy@brent.gov.uk)

**7 Petition requesting a review of timing restrictions in Temple Road, GM CPZ zone**

15 - 22

This report advises the committee of a petition received in relation to the hours of operation of the GM controlled parking zone (CPZ) and charges for “pay & display” parking. The petition has been signed by members of the Manor Health Club in Temple Road, and local residents. This report outlines the background and officers’ response to the matter.

**Ward Affected:** Mapesbury;

**Contact Officer:** Hossein Amir-  
Hosseini, Highways and Transportation

Tel: 020 8937 5188

[hossein.amirhosseini@brent.gov.uk](mailto:hossein.amirhosseini@brent.gov.uk)

**8      Petition Changes to parking arrangements in Cobbold Road NW10      23 - 28**

This report advises the Committee of a petition received, from residents of Cobbold Road, in relation to proposals to introduce a vehicle emission-based scheme of charges for residents parking permits. The petition opposes the changes. The report outlines the process for considering representations to the proposals and confirms that the views of the petitioners will be properly considered before a decision is made

**Ward Affected:** Dudden Hill;      **Contact Officer:** Tim Jackson,  
Transportation Unit  
Tel: 020 8937 5151  
[tim.jackson@brent.gov.uk](mailto:tim.jackson@brent.gov.uk)

**9      Petition - Willesden Lane Bus by Christchurch Avenue      29 - 48**

This report informs members of a petition entitled "Petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety". The report outlines officer's investigations and stakeholder engagement on the matter and advises the Committee that, after considering the petition, alongside the responses to local consultation and a consideration of alternative bus stop locations, the Head of Transportation has advised TfL/London Buses that the Council will not object to the siting of the bus stop in its current (interim) location on a permanent basis.

**Ward Affected:** Brondesbury Park;      **Contact Officer:** Paul Smith,  
Transportation Unit  
Tel: 020 8937 5123  
[paul.smith@brent.gov.uk](mailto:paul.smith@brent.gov.uk)

**10    Local Implementation Plan - TfL capital allocation programme 2011-12      49 - 86**

The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) funding allocation from Transport for London (TfL). This report outlines changes to the arrangements for making that allocation, provides details of the LIP allocation and scheme programme for 2011/12, as recently confirmed by TfL - and seeks approval to implement the schemes and initiatives within that programme

**Ward Affected:** All Wards;      **Contact Officer:** Tim Jackson,  
Transportation Unit  
Tel: 020 8937 5151  
[tim.jackson@brent.gov.uk](mailto:tim.jackson@brent.gov.uk)



## 11 Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.

## 12 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 23 March 2011.



Please remember to ***SWITCH OFF*** your mobile phone during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.
- Toilets are available on the second floor.
- Catering facilities can be found on the first floor near The Paul Daisley Hall.
- A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge

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## LONDON BOROUGH OF BRENT

### MINUTES OF THE HIGHWAYS COMMITTEE

Tuesday, 14 December 2010 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick, Butt and Jones

Also present: Councillors Gladbaum and Long

#### 1. **Declarations of personal and prejudicial interests**

Councillor Beswick declared a personal interest in CPZ Zone HY as a ward member for Harlesden.

#### 2. **Deputations (if any)**

None.

#### 3. **Minutes of the previous meeting held on 19 October 2010**

RESOLVED:-

that the minutes of the previous meeting held on 19 October 2010 be approved as an accurate record of the meeting.

#### 4. **Matters arising (if any)**

None.

#### 5. **Petitions**

The Committee noted that the following petitions containing in excess of 50 signatures had been received:-

##### (i) **Petition requesting measures to prevent speeding on Lansdowne Grove, Neasden, NW10**

This petition which was to be presented by Mr Manesh Patel, a local resident stated as follows:

"We the undersigned request the removal of the current speeding and short cut problems on Lansdowne Grove, Neasden NW10".

Mr Manesh Patel was not present at the meeting but submitted a statement which was read to the Committee on his behalf. The statement informed members that cars, vans and lorries were using Lansdowne Grove as a short cut in both directions endangering residents and visitors. The main cause was the traffic which turned left off the A406 onto Dog Lane and then right onto Lansdowne Grove, at about 50mph which was excessive high for residential streets. The statement continued that the situation got worse in the evening peak hours as drivers on Neasden Lane heading towards Neasden roundabout used Lansdowne Grove and then Dog Lane to circumvent the Neasden Lane traffic.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 6.

**(ii) Petition requesting the implementation of zone “HY” Controlled Parking Zone (CPZ) extension in the Harlesden area.**

This petition which was presented by Councillor Long on behalf of local residents stated as follows:

“We want Brent Council to take action to resolve the traffic problems in Harlesden. We want the Council to; implement the extension of zone HY. The roads affected have been consulted several times and the parking problems will not get any better so there is no reason for further delays.”

Councillor Long challenged the results of the consultation adding that some of the local roads where residents did not express support for the extension such as Hawkstead Road, Roundwood Road, Leopold Road and other roads around St Joseph Primary school did not suffer from displacement parking. She continued that as local residents wanted to park near to their homes for safety reasons there was every reason for the Council to support the petition and agree to introduce the extension.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 7.

**6. Petition Requesting the Introduction of Traffic Management Measures on Lansdowne Grove**

The Committee gave consideration to a report that informed them of a petition received from residents requesting the introduction of traffic management measures on Lansdowne Grove in order to address concerns about speeding and rat running traffic following recent road safety incidents.

Tim Jackson (Head of Transportation) reported on the outcome of visits to Lansdowne Grove and traffic surveys to assess traffic conditions. He noted that an analysis of accidents on Lansdowne Grove did not identify evidence of any personal injury accidents (PIA) in this road in the last 3 year period. He informed the Committee that whilst the survey results observed “rat-running”, the levels were relatively low and that there was no evidence of speeding along the road.

Tim Jackson continued that on the basis of the results of the investigation, Lansdowne Grove was unlikely to receive priority (when compared with other areas currently under review in the borough) for funding when compiling future programmes. He added that the implementation of speed reducing and road safety measures was subject to the availability of funding chiefly provided to the Council by Transport for London (TfL) via the annual Local Implementation Plan (LIP) process. As the funding was limited, officers would need to give priority to those locations with the most significant problems when putting together the annual programme. Tim Jackson added however that the location would be continually monitored as part of the Council’s annual LIP assessment process and should the situation change then the issue would be revisited. Similarly, if any other opportunity to address the concerns utilising other sources of funding (such as developers S106 contributions) was identified it would be taken.

RESOLVED:-

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the response by officers to the petition as set out in the report be noted.

**7. Petition requesting the implementation of zone "HY" Controlled Parking Zone (CPZ) extension in the Harlesden area**

This report informed members of a petition received from residents requesting the Council to implement an extension of Controlled Parking Zone HY together with officer’s responses into the matter. In setting the background to the situation, Tim Jackson (Head of Transportation) informed members that HY controlled parking zone (CPZ) which had been operational since December 2008 was extended in December 2009. In response to a number of complaints received regarding parking displacement into the surrounding streets which were not subject to controls, the Council consulted on extending the zone further. The outcome of the public consultation (February 2010) was inconclusive with an overall response rate of 21% and only 46% of the respondents supporting the introduction of CPZ. He added that by street analysis, the level of support was inconsistent.

Tim Jackson advised that when introducing or extending CPZs the Council took into account the likely effect of any displaced parking and the resources available to address that displaced parking. He continued that in February 2010 officers were unable to identify a discrete area of streets where a CPZ could be introduced with a consensus of support. Accordingly, in April 2010 he agreed to the principle of introducing controlled parking in seven roads (those where support for a CPZ had been identified) subject to further consultation with those roads where the consultation had indicated a lack of support. The roads to be re-consulted were shown in red on the map attached at appendix B to the report.

As the introduction of controlled parking into the seven roads only would inevitably cause displacement it was decided that residents in the surrounding roads should be given a further opportunity to express a view before any extension was progressed. That further consultation was undertaken in June/July 2010. The results, appended to the report were reported to this Committee at its last meeting. Residents from two streets only (Outgate Road and Redfern Road) supported the introduction of controlled parking whilst the majority of respondents in the other seven roads did not support the proposals. This confirmed that there was no consensus of support for the introduction of controlled parking in a discrete area that would make operational sense without causing displacement problems elsewhere. The results were reported in the context of the decision made by the Executive Committee on 11<sup>th</sup> August 2010 to introduce an emission based residents parking permit regime, with an associated charging structure, subject to the outcome of the necessary consultation.

At the 19<sup>th</sup> October meeting the Committee were advised that the responses to the HY extension consultation (and other consultations) would not have been informed by the Executive's decision to introduce the new regime of charges (subject to the outcomes of the necessary consultation). Accordingly, Committee agreed "that no further work should be undertaken in relation to proposals to introduce controlled parking into HY CPZ extensions until such time as a final decision had been made on the introduction of emission based residents parking permits".

Tim Jackson advised that it was the Council's general policy to introduce controlled parking in roads where there was support for controls and in a way that would not cause significant problems elsewhere in the future. He added that when making the decision not to introduce controlled parking in a number of areas until a decision on the emission based regime and charges had been made, the Highways Committee were mindful of the situation in the HY CPZ extension area in which the petitioners resided.

In conclusion Tim Jackson expressed the view that it would not be appropriate to progress the implementation of the HY extension until such time that a consensus of support across a discrete area that made operational sense had been identified. Furthermore, to progress implementation of the HY extension on the basis of consultation responses made in the absence of knowledge about the possible introduction of major changes to the charging regime and range of charges, would put the Council at significant risk of a (successful) legal challenge at the statutory (Traffic Order) stage. Accordingly, he recommended that no further work to extend HY CPZ should be undertaken at this time and that the most recent round of consultation be repeated in early 2011.

Councillor Gladbaum expressed a view that in order to relieve pressure on parking it would be helpful for the Committee to implement the extension to those roads where residents had expressed support for it, shown in green and attached as appendix B to the report.

In welcoming the report, members acknowledged the need for action to be taken to address the situation subject to the advice given by the Head of Highways and Transportation including re-consulting with residents around January 2011.

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the decision made at the Highways Committee with the effect that no further work be undertaken in relation to the proposals to extend controlled parking in HY zones until such time as a final decision on the possible introduction of a new regime of emission based residents permit charges was made be re-affirmed;
- (iii) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

## 8. **Brent Local (Transport) Implementation Plan (LIP) 2011-2014**

The Committee received a draft report on the Local Implementation Plan (LIP), a document that set out how the Borough intended to facilitate the local delivery of the Mayor's (London) Transport Strategy (MTS). The draft LIP which was prepared taking into account guidance from Transport for London (TfL), Brent's Corporate Strategy and local and sub-regional transport needs and priorities was appended to the report.

Adrian Pigot (Principal Transport Planner) gave a detailed presentation on the draft LIP and explained that after consultation and any necessary amendments, the final LIP document would be re-presented to this Committee for approval, prior to submission to TfL, at a later date. He added that once approved by TfL/The Mayor, the LIP (which is a second LIP) would become a statutory document supporting Brent's transport improvements, interventions and priorities. Adrian Pigot continued that officers were confident about gaining the Mayor's approval when eventually submitted, thus enabling the Council to meet its legal obligations at the same time as enabling it to maximise opportunities for inward investment in Brent's infrastructure from TfL and others. He explained that within the consultation requirement of the LIP process, the Council would consult with the Commissioner of Police, TfL, representative organisations of disabled people and other (relevant) London boroughs and any other person required by the Mayor.

In seeking the Committee's approval, Adrian Pigot added that in addition to the prescribed consultation for the LIP, officers would visit the Council's Area Consultative Forums and discuss the plan with residents on an informal basis. Arrangements would also be made to publish and publicise the draft LIP and capture responses to the draft. It would then be submitted to TfL by 20<sup>th</sup> December 2010, for their comment and in accordance with their prescribed LIP timetable.

**RESOLVED:-**

- (i) that the Committee the requirement to prepare and submit a draft Local Implementation Plan (LIP) and an accompanying Strategic Environmental Assessment, to Transport for London by the 20th December 2010 be noted.
- (ii) that the submission of the draft LIP as set out in Appendix "A" to the report, together with the associated Strategic Environment Assessment, to Transport for London be approved;

- (iii) that the draft LIP as set out in Appendix “A”, together with the associated Strategic Environment Assessment, for the purpose of consultation with residents and other stakeholders be approved.

9. **Date of Next Meeting**

Wednesday 9 February 2011 at 7.00pm

10. **Any Other Urgent Business**

None

The meeting ended at 8.05pm

J MOHER  
Chair





## Highways Committee 9 February 2011

### Report from the Head of Transportation

For decision

Wards Affected: Sudbury

#### **Petition for the Review of One Way system Maybank Avenue**

### **1.0 Summary**

- 1.1 This report informs the Committee of a petition seeking a review of traffic arrangements at the junction of Harrow Road and Maybank Avenue. The petitioners are concerned about the impact of the arrangement on (vehicle) journey times for residents and visitors to the Maybank Avenue, Rosebank Avenue, Fernbank Avenue area.

The report outlines the results of a review of the situation which concludes that (i) the current arrangement is successfully addressing the previous road safety issues that previously existed at the junction, and (ii) that no practicable alternative arrangements (that would address both the safety risk and concerns over journey times) have been identified.

The report concludes that the situation should continue to be monitored but that no changes should be made, to the arrangement introduced during 2008, at this time.

### **2.0 Recommendations**

- 2.1 That Committee notes the contents of the petition and the review of the implemented scheme.
- 2.2 That Committee agrees that the situation should continue to be monitored but that no changes should be made to the existing arrangements at the Harrow Road/Maybank Avenue junction at this time.

### **3.0 The petition**

- 3.1 The petition received by the Council via Councillor Mary Daly, requests the reconsideration of the existing short section of one way working at the junction

of Maybank Avenue with Harrow Road. The petition has been verified to be in accordance with Standing Orders.

- 3.2 The full wording of the petition is included in Appendix 1 however it is summarised below:

*“Local area map showing the detour that local residents must undertake to get to Maybank Ave. after the Council decided to stop drivers turning straight into the ‘banks’ from harrow Road.*

*.. if we get enough requests, officers at Brent Council have agreed to reconsider their decision.*

☐ *I oppose the decision*

☐ *I do not oppose the decision”*

The petition included 79 signatures. Approximately one quarter of those signatories (21 signatories) indicated that they ‘do not’ oppose the decision.

The petition is in a slightly unconventional format and the tick box arrangement may have caused some confusion. A number of residents attempted to clarify this with comments.

Notwithstanding the above, it is clear that a number of residents of the “Banks” area are concerned about (vehicle) journey times they face because of the traffic arrangements at the Harrow Road/Maybanks Avenue/Elms Avenue junction and are seeking to have those elements, particularly the one-way working elements, reviewed with a view to having the arrangement revised.

## **4.0 Background**

- 4.1 Currently there is a central median island along Harrow Road at its junction with Maybank Avenue and Elms Lane. The central island incorporates a toucan crossing.

At either end of the central island “U” turns are banned.

In addition there are short lengths of one-way working in both Maybank Avenue (one-way northbound onto Harrow Road) and Elms Lane (one-way southbound onto Harrow Road) at the junction.

The effect of this arrangement is that (i) North-south (and visa-versa) “rat-running” along Elms Lane and Maybanks Avenue to/from Greenford Road and Whitton Avenue East is prevented, (ii) vehicle movements and conflicts across the junction are limited and (iii) residents in the Maybanks Avenue, Fernbank Avenue, Rosebank Avenue area seeking to make vehicle journeys frequently face longer journey times than would be the case if the current traffic arrangements were not in place.

- 4.2 The introduction of the one-way arrangement was subsequent to the introduction of the central median island - which had been introduced to

address significant road accidents associated with traffic movements at the junction (particularly conflicts associated with vehicles crossing Harrow Road from Elms Lane to Maybanks Avenue (and visa versa)).

Despite the central median island and a U-turn ban being in place on Harrow Road, rat-running (from Maybanks Avenue to Elms Lane and visa versa) continued to occur. The Council received a high number of complaints from residents reporting vehicles making illegal U-turning movements on Harrow Road, vehicles making turning movements utilising private driveways and driving along the footway in order to make this north-south (and south-north) movement.

4.3 Those turning movements were observed and linked to a number of personal injury accidents along Harrow Road. Although at that time the Metropolitan Police were responsible for enforcement against moving traffic violations, such as U-turn bans, it was recognised that their resources to enforce such activities was limited.

4.4 In response to local concerns and the road accident risk, officers developed an “exit only onto Harrow Road” scheme. This comprised the introduction of short lengths of one-way working for both Maybank Avenue and Elms Lane which precluded drivers turning into either road from Harrow Road. The objective of the scheme was to reduce the extent of the rat-run, U-turning, other antisocial activity and reduce accidents.

In November 2007 consultation on the proposals was undertaken. Almost 4000 households, in both Brent and Ealing, were consulted. A return rate of 15% was achieved. 55% of those returning questionnaires were in support of the scheme and 35% opposed the one way system.

The scheme was implemented during 2008. The issue of restricted (vehicular) access into the area and the impact on journey decisions and times was considered before the scheme was implemented. It was accepted that access into the local area would be restricted. It was also recognised that emergency services access would be slightly delayed by the process of removing bollards.

4.5 The scheme has been the subject of two earlier petitions:

Shortly following the scheme introduction, a petition was received from residents of Maybank Avenue requesting the extension of the one way system along the entire length of Maybank Avenue to further reduce congestion/conflict problems.

This Committee considered that petition in July 2008 and decided not to comply with the request because of concerns about the increased difficulty of access to Fernbank Avenue, Rosebank Avenue and Maybank Avenue and the potential negative impact it would have on Greenford Road a principal road within the London Borough of Harrow.

In January 2009 another petition was received with 13 signatories. It requested removal of the one way arrangement - raising issues related to increased crime associated with the introduction of the scheme. This petition was dealt with by officers because it contained less than 50 registered electors' signatures.

An investigation into the matter identified that there had been increased crime rates in the area as a whole, not just on Maybank Avenue, but that this was unrelated to the scheme. The Police's Brent Borough Intelligence Unit have advised that the rise in crime rates after 2008 may be accounted for by a prolific offender who moved into the area and was responsible for a large amount of offences in the vicinity. No changes to the traffic arrangement were made.

## **5.0 Scheme review**

Following receipt of the petition and earlier meetings with a ward member, officers have undertaken a review of the scheme as a whole, including the one-way working elements, and the opportunities to revise it in a way that would address concerns about restricted vehicular access, journey choices and journey times.

A fundamental constraint relates to road safety. Any changes must not compromise road safety – either at the Harrow Road/Maybanks Avenue/Elms Lane junction or within the wider area.

As may be expected, there has been a significant reduction in the volume of through traffic on Maybank Avenue. In April 2007 there were 161 veh/hr in the morning peak and 399 veh/hr in the evening peak exiting Maybank Avenue at the junction with Harrow Road. The scheme subsequently banned the entry movement at this junction where there were previously recorded 315 veh/hr in the morning peak and 154 veh/hr in the evening peak.

By comparison, in June 2008, a maximum peak hour bidirectional flow of 133 vehicles along Maybanks Avenue was recorded, with fewer than 100 vehicles per hour for most of the rest of the day. 85%ile speeds were measured at 31mph eastbound and 25mph westbound.

The accident data for the three years (2005-7) preceding the scheme showed an average of 4 personal injury accidents (pia) per year at the junction. However following implementation of the scheme there has been one pia in 2009 and 2 pia in the 9 months of data available from 2010 giving an annual average of 1.8 pia, a reduction of 54%.

There have been no recent significant changes to traffic arrangements or controls or patterns in this part of the Borough. As a result, officers are of the view that, were the arrangements at the junction to be removed entirely, it would be extremely likely that traffic patterns and movements there, and in nearby streets, would return to the levels and patterns that existed prior to the introduction of the current arrangements.

## 5.2 Alternative arrangements

As part of the review a number of alternative arrangements have been considered. These would have been considered at the time that the current arrangements were being developed but the petition justifies a re-consideration of the options discussed below. All the options discussed would include the removal of the one-way working arrangements.

- The re-introduction of a simple cross-road arrangement with give-way or stop lines and traffic calming (raised table or similar)

This would address concerns about access but would not address the fundamental problem of, chiefly, uncontrolled movements across the junction. Even with the introduction of traffic calming, officers are of the view that there would be a high risk of a return to the high levels of accidents that pre-dated the scheme and hence this option should not be pursued.

- The introduction of traffic signals at the junction.

This would address concerns about access and would remove vehicle conflicts at the junction (and resultant accidents). However, even with appropriate signal phasing, it would facilitate the north-south rat-running through the area which presents it's own road safety and environmental issues. More importantly, the number of vehicular movements would not justify the introduction of signals and the investment required at a time when TfL (who are responsible for signals in London) are seeking to reduce the use of signals. Officers are of the view that this would not be a sensible way forward.

- The introduction of a mini-roundabout

Again, this would address concerns about access. However it would not wholly address the issue of traffic conflicts and would probably encourage rat-running. It would probably require the existing pedestrian crossing facility to be re-located. Officers are of the view that this would not be a sensible way forward.

- The removal of the one-way arrangements but with improved enforcement of the banned "U" turn arrangements

Since the scheme was introduced, the Council has taken new powers to enforce against "moving traffic contraventions" using CCTV. The existing one-way arrangements could be removed alongside the use of these powers to address the "U-turning" that caused earlier concerns.

Again, this would address concerns about access. It would also reduce the possibility of rat-running returning. However, officers are of the view that this would simply shift the U turning movements to locations away from the junction (for example – motorists could make u turns in driveways of nearby Brewery Gardens or further along Harrow Road) where enforcement was not possible or practicable and the real risks of accidents that existed prior the introduction of the current arrangements would remain. Additionally officers

could not guarantee enforcement that resources could be continuously allocated to this location to the detriment of other locations in the Borough. Consequently officers have concluded that this would not be an appropriate solution.

### Conclusion

In summary, officers have reviewed the situation, the concerns of the petitioners and the options for changing the junction arrangements. The current arrangements have been successful at addressing the accident problem that existed at the junction – before the scheme was originally introduced and before the one-way working was introduced.

Officers have been unable to identify a practicable way forward that would address residents concerns about vehicle access and journey times that would not present a significant risk to road safety at the junction itself and in the wider network.

Accordingly, officers are recommending that the situation should continue to be monitored but that no changes should be made at this time.

## **6.0 Financial Implications**

There are no financial implications arising from this report and its recommendations.

## **7.0 Legal Implications**

There are no legal implications arising from this report and its recommendations.

## **8.0 Other implications**

None identified.

### **Background Papers**

None

### **Contact Officers**

Peter Boddy – Traffic Team Leader, Transportation Service Unit, 2<sup>nd</sup> Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446. E-mail [peter.boddy@brent.gov.uk](mailto:peter.boddy@brent.gov.uk).

Tim Jackson – Head of Transportation, Transportation Service Unit, 2<sup>nd</sup> Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151. E-mail [tim.jackson@brent.gov.uk](mailto:tim.jackson@brent.gov.uk).

[illegible]

My job is to be your voice, so it's essential I know what you think about this decision taken by the previous Lib Dem and Tory administration. Please complete this form, fold it along the lines shown and return it by post to the address shown. Remember, if we get enough requests, officers at Brent Council have agreed to reconsider their decision.

☒ I do not oppose the decision


We need these to keep you informed of developments and ensure your views count.

Email.....

Printed and Promoted by Gregory Warren on behalf of all Brent Labour Councillors, both at Pavitt Hall, Union Road, Wembley, HA0 4AU

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	<p style="text-align: center;"><b>Highways Committee</b> 9 February 2011</p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
For decision	Wards Affected: Mapesbury
<p style="text-align: center;"><b>Petition requesting changes to the parking restriction times of GM Controlled Parking Zone (CPZ) in the Cricklewood area</b></p>	

## 1.0 Summary

- 1.1 This report advises the committee of a petition received in relation to the hours of operation of the GM controlled parking zone (CPZ) and charges for “pay & display” parking. The petition has been signed by members of the Manor Health Club in Temple Road, and local residents. This report outlines the background and officers’ response to the matter.

## 2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues raised.
- 2.2 That Committee notes the response of officers to the petition, as set out in this report, and agrees that officers should consider including a review of the GM CPZ operational hours when compiling the 2011/12 CPZ works programme for the committee’s approval in due course.
- 2.3 That Committee agrees that the main petitioner should be informed of the outcome of the Highways Committee decision in regard to this matter.

## 3.0 The Petition

- 3.1 A petition has been received from members of the Manor Health Club in Temple Road NW2 and local residents requesting that the Council re-consider the parking restriction times in zone GM CPZ. It also raises concerns about the level of pay & display charges in the Borough. The petition is reported here in accordance with Standing Orders. The petition has 897 signatures and reads:

*“The aim of this petition is to request that Brent Council considers the views of our members and members of the local community and looks at the issue of parking in Temple Road. The request is to reduce the current timings (for example like the neighbouring GA Zone’s timings of 10 am- 3 pm). This will help the Health and Safety of all our members in particular our older and female members. We also feel that the current meter charges are excessive with rates of £4 for 2 hours. These rates are double and more compared to rates in other boroughs”.*

## **4.0 Background**

- 4.1 Manor Health Club is within Brent and is located at the junction of Cricklewood Broadway and Temple Road, within the GM CPZ. The Health Club has no off-street parking facilities and encourages members to access it using sustainable transport modes.

Cricklewood Broadway (the A5) has extensive parking controls. The area to the east of Cricklewood Broadway is within a Barnet CPZ.

There are a number of pay & display bays in Temple Road, reasonably close to the Health Club, which were implemented to provide for visitors and businesses in Temple Road and the area nearby.

There are a number of other businesses in the vicinity. These either have their own off-street parking facilities for customers/visitors or use the on street pay & display facilities.

- 4.2 The GM CPZ in which Temple Road is located was implemented in February 2003 after extensive consultation with local residents and businesses. The zone operates between Monday to Saturday, 10am to 9pm.
- 4.3 A review of the zone, which included a review of the parking restriction times, was carried out in June 2003. The results of the consultation showed that residents who live close to Cricklewood Broadway generally wanted to keep the existing CPZ times of 10am to 9pm, Monday to Saturday, whilst those further away (chiefly to the south) generally wanted a reduction in times to 10am to 3pm, Monday to Saturday. Respondents from Temple Road generally wanted shorter restrictions despite being close to Cricklewood Broadway.
- 4.4 The results of the review consultation were reported to the Council’s July 2003 Highways Committee. The Committee agreed to uphold the wishes of those residents who wanted a shorter duration CPZ including Temple Road and approved a separate zone for the area – Zone GA. Following this the Council received a petition from residents of Temple Road asking to remain in the existing Zone GM (10am to 9pm, Monday to Saturday).
- 4.5 The Committee, at it’s meeting in February 2004, agreed to re-consult residents and businesses in Temple Road on the CPZ operational times. The review consultation with residents of Temple Road was carried out in March 2004. The results are tabulated below.

Nos. of questionnaires delivered:	131
Nos. returned:	52 (40% response)
In favour of "10am – 9pm", Mon-Sat:	39 (75%)
In favour of "10am-3pm", Mon-Sat:	13 (25%)

- 4.6 The results of the consultation were reported to the April 2004 Highways Committee. Members agreed that Temple Road remain in Zone GM CPZ with operational times of 10am to 9pm, Monday to Saturday.

## **5.0 Response to the Petition**

- 5.1 Officers appreciate the impact that the current parking arrangements in Temple Road have on visitors. Unless these visitors have access to off-street parking or visitor permits, they are faced with using the pay & display facilities (at a cost) for a significant proportion of the day or making alternative travel arrangements.

On the other hand, the arrangements prioritise kerbside parking space for residents who have purchased a parking permit.

- 5.2 The narrative above highlights the consideration that has previously been given to the issue as to what CPZ operational times would be appropriate for Temple Road.

- 5.3 In recent years, officers have received telephone calls and emails from residents of GM CPZ seeking a reduction in operation times to those that apply in the neighbouring GA CPZ. Those representations correlate with the views of the petitioners although there is no evidence that they are representative of the views of residents and businesses throughout GM CPZ.

- 5.4 Officers are of the view that that it would be inappropriate to consult businesses and residents of Temple Road (about operational hours) in isolation from a wider review of GM CPZ – since any changes flowing from amendments of one road frequently have an impact over a wider area and should be considered by that wider area.

- 5.5 It would be possible to adjust the hours of operation of the pay & display bays (only) in Temple Road to a shorter period. A shortening of hours would have financial implications for the Council but could accommodate some of the aspirations of the petitioners. However this would mean different controls would exist in different parts of Temple Road – opening up the prospect of confusion for motorists (particularly visitors) and operational difficulties. It would also set a precedent which could undermine the concept of consistency that has been applied up to now. Officers would not recommend that approach.

- 5.6 The Committee will be aware that, in response to the wider financial situation and subject to Full Council approval, the Revenue budget for 2011/12 and beyond will seek a significant reduction in the resources available for CPZ reviews and for implementing any changes flowing from those reviews.

In due course, officers will seek approval from the Committee for the 2011/12 CPZ works programme. It is anticipated that the programme will be severely limited with priority being given to works outstanding from 2010/11 reviews. It is unlikely to prioritise reviews of CPZs, such as GM, where history suggests that a consensus for change is unlikely.

Nevertheless it is recommended that officers consider a scheme to review the operational hours of GM CPZ when compiling the draft 2011/12 CPZ work programme for the Committee's consideration.

**5.7** In regard to petitioners concerns about pay & display charges:

The Committee will be aware that there is a policy of applying a single scale of charges for pay & display parking.

The Committee will also be aware that on-street charges are reviewed periodically and that it is proposed to amend the charges from 1<sup>st</sup> March 2011 or soon as practicable after that date. That review would have considered a variety of factors such as the impact of charges on road safety and congestion, the economic vitality of Brent and wider environmental policy objectives. A recognition of the charges made by other Boroughs with broadly similar parking conditions and practices would also have been a part of the decision process.

Accordingly, officers are of the view that the views of the petitioners, in relation to pay & display charges, should be noted but that no further action should be taken, with regard to the charges in Temple Road, GM CPZ or across the Borough

**6.0 Financial Implications**

6.1 There are no financial implications arising directly from this report, and the decisions at 2.0, at this time.

**7.0 Legal Implications**

7.1 None at this time

**8.0 Diversity Implications**

8.1 No significant implications

**9.0 Staffing/Accommodation Implications**

9.1 None at this time.

**10.0 Environmental Implications**

10.1 None at this time.

## **Background Papers**

Petition received by Democratic Services on November 2010

## **Contact Officers**

Hossein Amirhosseini, Team Leader - Parking Design. Tel: 020 8937 5188

Tim Jackson, Head of Transportation. Tel: 020 8937 5151



## **APPENDIX A**

Appendix A to the report refers to the following petition that was signed by 880 residents;

“Brent Council should consider the views of the local community and look at the issue of parking in Temple Road. The request is to reduce the current timings to 10:00am – 3:00pm as in the neighbouring GA CPZ zone. This will help with the health and safety of the community and the local health club members in particular older and female members. We feel that the current meter charges are excessive with rates of £4 for 2 hours which are double compared to rates in other Boroughs.”

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## Highways Committee 9 February 2011

### Report from the Head of Transportation

For Decision

Wards Affected: All

#### **Petition against changes to residential parking (charges) in Cobbold Road**

### 1.0 Summary

- 1.1 This report advises the Committee of a petition received, from residents of Cobbold Road, in relation to proposals to introduce a vehicle emission-based scheme of charges for residents parking permits. The petition opposes the changes.
- 1.2 The report outlines the process for considering representations to the proposals and confirms that the views of the petitioners will be properly considered before a decision is made.

### 2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the response of officers to the petition, as set out in this report.
- 2.3 That the Committee agrees that the main petitioner should be informed of the Committees consideration of this matter.

### 3.0 Petition

- 3.1 A petition has been received from residents of Cobbold Road (Dudden Hill Ward). The petition contains 89 signatures and is headed **“we hereby undersigned object to the proposed changes in residential parking scheme”** The petition is reported here in accordance with standing orders and is shown at Appendix ‘A’.
- 3.2 In an email to accompany the petition, the lead petitioner explains that *“we feel that proposed changes are unfair and will make us pay much more than*

*we currently pay and we feel this is another excessive charge for what we are already charged for our road tax ..... we do not want our street to be part of this scheme”.*

- 3.3 Other references indicate that the petitioners are opposed to the Councils proposal to introduce a vehicle emission-based charging regime for residents parking permits from 01<sup>st</sup> April 2011.

#### **4.0 Report**

- 4.1 Cobbold Road is within HY controlled parking zone (CPZ) which operates Monday-Friday 8:30am-6:30pm. Residents seeking to park vehicles on the public highway during the CPZ operational times are required to display a valid residents parking permit.
- 4.2 The Committee will be aware that, at its meeting on 11<sup>th</sup> August 2010 the Executive Committee agreed to introduce a vehicle emission-based regime and new charges for residents parking permits, subject to the undertaking of appropriate consultation and the advertising of Traffic Orders.

The Executive delegated authority to the Director of Environment & Culture to subsequently consider all representations received in relation to the proposals and, having considered those representations and if appropriate, and, making any modifications, make the proposed Traffic Orders to introduce the proposed regime and charges.

The proposals are designed to encourage residents to consider the contribution their vehicle makes to CO<sub>2</sub> emissions and climate change whilst revising the charge for an average vehicle so that it is more closely aligned to permit charges in other London boroughs with similar parking conditions and practices.

- 4.3 Since the Executive Committee made its decision on 11<sup>th</sup> August 2010 officers have been undertaking appropriate consultation on the proposals, including the statutory consultation to the necessary Traffic Orders. The petition is a response to that consultation process.
- 4.4 Officers have collated all responses to the consultation and are currently compiling a report for decision by the Director of Environment and Neighbourhood Services in accordance with the Executive Committees earlier decision.

That report will give consideration to all representations made during the consultation process. Consideration will be given to the views expressed in the petition that is the subject of this report.

- 4.5 The Director of Environment and Neighbourhood Services had not made a decision on the proposed vehicle emission-based regime of charges at the time this report was drafted. It is anticipated that a decision will be made prior to the Committee meeting on 09<sup>th</sup> February 2011. A verbal update will be provided.

- 4.6 Once a decision has been made all parties who made representations to the proposals will be advised in writing. That will include the lead petitioner from Cobbold Road.

## **5.0 Summary**

- 5.1 The petitioners are opposed to the introduction of a vehicle emission based regime of charges for residents parking permits.
- 5.2 The proposals were set out in a report to the Executive Committee on 11<sup>th</sup> August 2010 which delegated the responsibility for considering any representations and making a decision to the *now* Director of Environment and Neighbourhood Services.
- 5.3 The Director of Environment and Neighbourhood Services has not made a decision at this time but this report confirms that the petition presented by the residents of Cobbold Road will be properly considered and that, when a decision is made, the lead petitioner will be advised of the decision.
- 5.4 The Committee are recommended to note the contents of this report.

## **6.0 Financial Implications**

- 6.1 There are no financial implications arising from this report. The implications of introducing the proposed emission-based parking regime and charges are set out in the report to the Executive of 11<sup>th</sup> August 2010. The financial implications arising from any decision to implement the proposals, not to implement the proposals or to modify them will be set out in the report to the Director of Environment and Neighbourhood Services at the time the decision is made.

## **7.0 Legal Implications**

- 7.1 None in addition to that set out in the report to the Executive Committee dated 11<sup>th</sup> August 2010.

## **8.0 Other Relevant Implications**

- 8.1 None

## **Background Papers**

Report to Executive Committee: The introduction of a vehicle emission-based charging regime for residents parking permits (11<sup>th</sup> August 2010).

## **Appendices**

Appendix 1 – Petition against changes to residential parking (charges) in  
Cobbold Road

### **Contact Officers**

Tim Jackson, Head of Transportation

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349-357 High Road  
Wembley, Middlesex  
HA9 6BZ

## **APPENDIX A**

Appendix A to the report refers to the following petition that was signed by 89 residents;

“We the undersigned hereby object to the proposed changes in residential parking scheme.”

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## Highways Committee

9 February 2011

### Report from the Head of Transportation

For decision

Wards Affected:  
Brondesbury Park

#### Petition regarding Willesden Lane bus stop by Christchurch Avenue

#### 1.0 Summary

- 1.1 Members will be aware that the responsibility for the siting of bus stops lies with Transport for London (TfL)/London Buses although local decisions are generally taken in consultation with the Council (as the Highway Authority and the primary interface with local residents) and the Police.
- 1.2 In July 2010 a bus stop on Willesden Lane was relocated from a location close to Christchurch Avenue to a position approximately 150m north-westwards in response to road safety concerns.
- 1.3 This report informs members of a petition entitled "Petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety". The report outlines officer's investigations and stakeholder engagement on the matter.
- 1.4 The report advises the Committee that, after considering the petition, alongside the responses to local consultation and a consideration of alternative bus stop locations, the Head of Transportation has advised TfL/London Buses that the Council will not object to the siting of the bus stop in its current (interim) location on a permanent basis.

#### 2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action taken by officers in relation to the issue.
- 2.3 That the Committee decide whether, having given consideration to the petition and the action taken by officers, to instruct the Head of Transportation to take a different course of action.

### 3.0 Petition

- 3.1 A petition entitled “**Petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety**” signed by 172 residents was received by the Council on 7<sup>th</sup> December 2010.
- 3.2 A copy of the petition was also sent to Mr G Snewing, Regional Manager (west), London Buses Services Ltd, Bus Infrastructure and to Inspector Tucker, Harlesden Police Station.
- 3.3 The petition contains more than 50 signatures of registered electors. The petition is shown as **Appendix 1**.
- 3.4 The petition is signed by residents over a relatively wide local area. A number of the signatories live close to either the original or the relocated bus stop position(s) whilst others live some distance from Willesden Lane but would, no doubt, be bus users.

### 4.0 Detail

- 4.1 TfL/London Buses are responsible for the siting of bus stops in London. Generally agreement on individual locations is reached in consultation with the Council (as the Highway Authority and the primary interface with local residents) and the Police. The Council is responsible for implementing certain controls (bus stop “cages”, waiting restriction etc.) that may support the effective use of bus stops. No such controls have been implemented at the stop that is the subject of this report at this time.
- 4.2 In response to an assessment of road safety issues at a number of bus stops in Brent, including the bus stop on Willesden Lane near to Christchurch Avenue, a meeting was held between representatives from the Police, London Buses and Brent Council on 19th July 2010.
- 4.3 At the meeting it was agreed that in response to the assessment the bus stop should be suspended and that, as the only identified viable location, a temporary bus stop should be located outside of Beechworth as an interim measure. This course of action was implemented.
- 4.4 Subsequently officers received a number of communications from residents and local Ward Members in relation to the bus stop. A number supported the retention of the bus stop in its relocated position whilst others sought to have the bus stop relocated to its original position.
- 4.5 In response to those local concerns officers have been working to determine the most suitable location for the bus stop with regard to:
- Ease of access for bus users
  - Pedestrian safety
  - Road safety generally
  - Disability Discrimination Act (DDA) compliance



- The amenity impact (noise, litter etc.) on local residents

- 4.6 This work has involved a number of meetings with TfL/London Buses and the Police, the identification of the various locations for the stop and a road safety audit of those alternatives and a public consultation exercise seeking views as to whether the stop should remain in its current (relocated) position on a permanent basis.
- 4.7 Throughout that time a number of representations have been made directly to TfL/London Buses on the issue. In the main, those representations have sought the relocation of the bus stop to its original position. In response to those representations TfL/London Buses have consistently refused to relocate the stop back to its original position. They have consistently stated that the decision to relocate the stop was made on the grounds of road safety and with consideration of DDA issues. In essence that are of the view that the original location was unsafe and the relocated position is the correct one.
- 4.8 On the 24<sup>th</sup> January 2011 the Head of Transportation considered a report on the issue. The report is shown as **Appendix 2**. In the report all the relevant issues were considered:
- i. The concerns in relation to pedestrian and general road safety
  - ii. Alternative locations and the results of road safety audits into those alternatives
  - iii. The results of the local public consultation exercise
  - iv. Issues relating to ease of access for bus users and the amenity impact on residents
  - v. The petition
- 4.9 Having considered the above issues the Head of Transportation concluded that, on balance, the most suitable location for the bus stop was the relocated position and that TfL/London Buses should be advised that the Council has no objections to that location being made permanent.
- 4.10 TfL/London Buses were notified of the Council's position of the 28<sup>th</sup> January 2011. Local Ward Councillors and the petitioners have also been informed. TfL/London Buses have also been made aware that the issue is being considered by the Committee. No response has been received from TfL/London Buses at this time.

## 5.0 Conclusion

- 5.1 The responsibility for the siting of bus stops lies with TfL/London Buses although local decisions are generally taken in consultation with the Council and the Police. It is unfortunate that on this occasion the bus stop was relocated without the local consultation which would have enabled a better and wider appreciation of the issues and local engagement.

5.2 It is recognised that there is no ideal location for a bus stop along the section of Willesden Lane that is the subject of this report. However, officers have thoroughly considered the relevant issues and determined that, on balance, the current (relocated) position is the most suitable location. The signed report to the Head of Transportation at **Appendix 2** sets out the detail behind that decision. The petition was an integral part of that consideration.

5.3 The Committee may, after considering the petition and the action taken by officers, decide that an alternative course of action is appropriate. If so, they will need to determine that course of action and instruct the Head of Transportation accordingly.

## **6.0 Financial Implications**

6.1 This is essentially an information item and has no financial implications at this time.

## **8.0 Legal Implications**

8.1 None at this time

## **9.0 Diversity Implications**

9.1 No significant issues

## **10.0 Staffing/Accommodation Implications**

10.1 None at this time.

## **11.0 Environmental Implications**

11.1 None at this time.

### **Background Papers**

Petition submitted 16 December 2010.

## **Appendices**

Appendix 1 – Petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety

Appendix 2 – Report to the Head of Transportation (signed 24.01.11)

### **Contact Officers**

Report author – Paul Smith (Senior Traffic Engineer)  
Email: [paul.smith@brent.gov.uk](mailto:paul.smith@brent.gov.uk) Telephone: 020 8937 5143

**Tim Jackson,**  
**Head of Transportation**  
**Environment and Neighbourhoods Services**


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## **APPENDIX 1**

Appendix 1 to the report refers to a covering letter and the following petition that was signed by 173 residents;

“We the undersigned petition the Council to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety.”

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	<h2 style="text-align: center;">Policy and Design</h2> <h3 style="text-align: center;">Delegated Authority Report to the Head of Transportation</h3>
<p>For Action</p> <p style="text-align: right;">Wards Affected: Brondesbury Park</p>	
<p><b>Report Title: Willesden Lane bus stop by Christchurch Avenue</b></p>	

#### Summary of Report:

The purpose of this report is to inform the Head of Transportation of the results of a consultation conducted during November 2010 regarding the permanent relocation of the bus stop on Willesden Lane that was outside of Christchurch Court to its current temporary location outside of Beechworth and associated issues.

The report recommends that Transport for London (TfL)/London Buses are advised that the Council, after considering all the issues, will not object to the siting of a bus stop outside Beechworth, Willesden Lane on a permanent basis.

#### 1.0 Background

- 1.1 In response to an assessment of road safety issues at a number of bus stops in Brent, including the bus stop on Willesden Lane near to Christchurch Avenue, a meeting was held between representatives from the Police, London Buses and Brent Council on 19th July 2010.

- 1.2 At the meeting it was agreed that the bus stop should be suspended and that, as the only identified viable location, a temporary bus stop should be located outside of Beechworth as an interim measure. This was implemented.



- 1.3 The relocation of the bus stop was assessed as necessary, as in the original location outside of Christchurch Court, bus drivers had to stop on both double yellow lines and zigzag markings associated with the nearby Pelican Crossing. There were also a number of safety concerns. These were that the bus stop was:
- located in between two fairly sharp bends which reduced visibility for bus drivers and other motorists
  - too close to Mapesbury Road which caused visibility issues
  - too close to the vehicular access into and out of Christ Church Court
  - restricting visibility of the Pelican Crossing traffic signals for approaching motorists
- 1.4 Following the relocation of the bus stop a number of communications were received from residents and Ward members. A number supported the bus stop in its interim location whilst others sought the relocation of the bus stop to its original position.
- 1.5 A review into the relocation of the bus stop was carried out by Council officers in early August 2010. The review demonstrated that the only practical location for the bus stop, without any changes to the layout of the road, was the temporary location outside Beechworth.
- 1.6 It was noted that the "Beechworth location" does not allow for two way traffic to comfortably pass a bus on the stop and is not near a formal or informal pedestrian crossing. It was also noted that this is not untypical of many bus stops in the borough and does not create any significant road safety concerns at those other locations.
- 1.7 Mindful of requests for the bus stop to relocated to its original position, an option was developed by the council which comprised of the relocation of the bus stop back very close to its original position outside of Christchurch Court with the shortening the zigzag markings associated with the Pelican Crossing.
- 1.8 A safety audit was carried out by an external organisation that considered:
- i) the original bus stop location outside of Christchurch Court,
  - ii) the temporary bus stop location outside of Beechworth, and
  - iii) the option to shorten the zigzag markings associated with the Pelican Crossing and move the bus stop back close to its original position.
- 1.9 The safety audit commissioned by the Council indicates that the original bus stop location was not safe and that there are no significant issues with the "Beechworth location". It does indicate that there would be issues with the proposal developed by officers (to relocate the stop close to the original position with adjustments to the zig-zag markings associated with the Pelican Crossing)
- 1.10 A copy of the safety audit is attached as **Appendix A.**



1.11 A second meeting was held on 27<sup>th</sup> September 2010 between representatives from the Police, London Buses and Brent Council to discuss the operation of the bus stop in its temporary position, the option to shorten the zigzag markings and move the bus stop back very close to its original position and the outcome of the safety audit.

1.12 The officer from London Buses responded that he could not agree to move the bus stop back close to its original location as it would be dangerous. The specific reasons for that conclusion were the close proximity of the vehicular exit from Christchurch Court, the proximity of Mapesbury Road, the presence of fairly sharp bends on both approaches to the proposed location and the reduced visibility of the traffic signals when a bus would be on the stop.

1.13 The officer also stated that moving the bus stop to this location would not be DDA compliant as there was not a long enough section of kerb to meet the relevant requirements. The Police representative stated that he agreed that the bus stop should not be moved.

1.14 Since it was moved to its current temporary location outside of Beechworth, the operation of the bus stop has been monitored and is deemed by London Buses to be operating satisfactorily.

## 2.0 Local Consultation

2.1 A consultation was sent out to residents and businesses in November 2010 to capture their views on leaving the bus stop outside of Beechworth on a permanent basis.

2.2 A consultation pack, comprising of a consultation document, questionnaire and ethnic monitoring questionnaire, was sent out to 503 residents and businesses in the area on 8<sup>th</sup> November 2010 with a closing date of 29<sup>th</sup> November 2010. A copy of the documents which made up the consultation pack is attached as **Appendix B**.

2.2 The consultation pack was also sent to the local Ward Councillors, all organisation/interest groups and statutory authorities including the emergency services.

## 3.0 Consultation Analysis and Response

3.1 A total of 152 questionnaires were returned, which is a return rate of 30%.

3.2 The results of the consultations were as follows:

Question: Do you agree with making permanent the current temporary bus stop outside of Beechworth?

Yes	100	(66% of respondents)
No	43	(29% of respondents)
No opinion	9	(6% of respondents)

3.3 A total of 130 equalities monitoring questionnaires were returned. The majority of the respondents were White British (78) and other white background (16). More females (72) than males (58) returned an equalities form and majority of respondents were in the 65-74 (33) and 55-64 (17) age groups than any of the others. The majority of respondents did not consider themselves disabled (77).

3.4 A breakdown of the results of the consultation is attached as **Appendix C**.

3.5 Comments from those in favour of the existing location being made permanent included:

- the view that the “Beechworth location” was safe and/or safer than the original position
- the view that the “Beechworth location” was more convenient
- that the location was more desirable in terms of footway width, visibility and environment

3.6 Comments from those opposed to the existing location being made permanent included:

- the view that the original location was safe (and that there had been no history of accidents)
- the view that the “Beechworth location” had resulted in a poor spacing between bus stops
- concerns about noise, litter and anti-social behaviour at the “Beechworth location”
- the view that the “Beechworth location” was unsafe

3.7 The response received from the Police was positive, with no additional comments made.

3.8 The response received from London Buses was positive. The following comment was made:  
*“The stop was re-sited for road safety as buses were stopping within a controlled zone of a crossing. Buses therefore were stopping illegally and drivers could be subject to points and fines against their licence. Sightlines were compromised at the previous location. The previous location was not DDA compliant, therefore drivers could not deploy the ramp to enable wheel chair users and prams to enter and exit the bus. The new location is DDA compliant”.*

3.9 No questionnaires or comments were received back from the fire brigade or ambulance service.

3.10 Two Ward members responded to the consultation, both were opposed to the bus stop remaining in the “Beechworth location”.

3.11 A petition entitled “**Petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety**” signed by 172 residents was received by the Council on 7<sup>th</sup> December 2010.



3.12 A copy of the petition was also sent to Mr G Snewing, Regional Manager (west), London Buses Services Ltd, Bus Infrastructure and to Inspector Tucker, Harlesden Police Station.

3.13 The petition contains more than 50 signatures of registered electors and a copy is attached as **Appendix D**.

3.14 The petition is signed by a number of residents outside of the area consulted by the Council. It is also signed by residents living within the consultation area. These had the opportunity to respond to the consultation. A number took that opportunity and their views have been captured in the above analysis.

## **4.0 Discussion**

4.1 The issues described above highlight the difficulties with identifying locations for bus stops that are suitable with regards to ease of access for bus users, pedestrian safety, road safety generally, DDA compliance and local (amenity) concerns.

4.2 The results of the consultation demonstrate that a significant majority of those who responded support the retention of the bus stop at the “Beechworth location”. The petition demonstrates that there is support for the bus stop at its original location although it has been recognised that a number of the signatories were from outside the original consultation area and others had the opportunity to respond with the consultation.

4.3 The safety audit commissioned by the Council indicates that the original bus stop location was not safe and that there are no significant issues with the “Beechworth location”. It does indicate that there would be issues with the proposal developed by officers (to relocate the stop close to the original position with adjustments to the zig-zag markings associated with the Pelican Crossing)

4.4 Officers recognise that there is no ideal location for a bus stop along this part of Willesden Lane. It is unfortunate that the “Beechworth location” adjusts the walking distance for some bus users and is further away from a controlled pedestrian facility than the original location. Nevertheless, on balance, officers are of the view that the “Beechworth location” is broadly acceptable and the TfL/London Buses should be advised that the Council does not oppose that location as a permanent one.

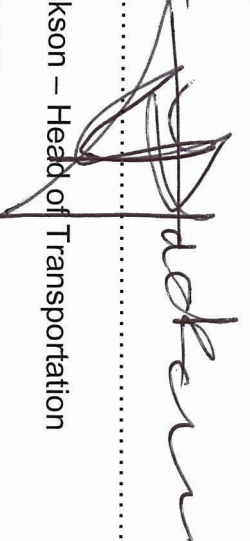
## 5.0

### Recommendations

That the Head of Transportation:

- i. notes the results of a consultation conducted during November 2010 regarding the permanent relocation of the bus stop on Willesden Lane that was outside of Christchurch Court to its current temporary location outside of Beechworth.
- ii. notes the contents of the petition,
- iii. agrees to advise TfL/London Buses of the results of the consultation and that the Council will not oppose the siting of the bus stop outside Beechworth on a permanent basis
- iv. agrees to inform Highways Committee of the background to the relocation of the bus stop, the results of the public consultation, the contents of the petition and the report due to be sent to London Buses

*Agreed*  
Signed.....



Tim Jackson – Head of Transportation

Date..... 25.07.14.

#### Contact Officers

Paul Smith, Policy and Design, Transportation Service Unit, 2<sup>nd</sup> Floor West, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

Tim Jackson, Head of Transportation, Transportation Service Unit, 2<sup>nd</sup> Floor West, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ



Translation Request

We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g large print, Braille), please contact the Consultation Officer on 0208 937 5127.

ENGLISH

நாங்கள் விரும்பும் நகல்கள் எங்கள் அனைத்து வாடிக்கையாளர்களுக்கும் பரிந்துரைக்கப்படும். நாங்கள் விருப்பம்/நேர்மையாக, இந்தத் தகவலை உங்கள் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, ப்ரெய்ல்) நீங்கள் விரும்புவதானால், தயவுசெய்து 0208 937 5127 இல் கவனத்தோடு அறிக்கையைத் தொடர்பு கொள்ளவும்.

TAMIL

நாங்கள் விரும்பும் நகல்கள் எங்கள் அனைத்து வாடிக்கையாளர்களுக்கும் பரிந்துரைக்கப்படும். நாங்கள் விருப்பம்/நேர்மையாக, இந்தத் தகவலை உங்கள் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, ப்ரெய்ல்) நீங்கள் விரும்புவதானால், தயவுசெய்து 0208 937 5127 இல் கவனத்தோடு அறிக்கையைத் தொடர்பு கொள்ளவும்.

Ne duam që të gjithë konsumatorët tanë të kuptojnë informacionin, që ne japim. Nëse e doni të merri këtë informacion në gjuhën tuaj ose në një format tjetër (p.sh. me shkronja të mëdha, ose shkrim Braille), lutemi kontakti Officerin e Konsultimit në numrin 0208 937 5127.

ALBANIAN

Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. duża czcionka, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji (Consultation Officer) pod numerem 0208 937 5127.

W/axaanu rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aanu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale ( sida qoraal balaadhan, taabasho xhis) fadlan lasoo xidhiidh xafiiska talo bixinta ee 02089375127.

SOMALI

અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અન્ય ન્યાય જાહેરને સમજણ પૂરે એવું અમે ઇચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઇલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 0208 937 5127 પર સંપર્ક કરો.

GUJARATI

ہم چاہتے ہیں کہ جو معلومات ہم دیں وہ ہمارے تمام کسٹمرز سمجھ سکیں۔ یہ معلومات اگر آپ کو اپنی زبان یا کسی دیگر شکل (بڑے حروف کی چھپائی، بریل) میں درکار ہو تو براہ کرم ہمارے کونسلیشن آفیسر سے نمبر 0208 937 5127 پر رابطہ کریں۔

URDU

हम चाहते हैं कि जो सूचना हम दें वह हमारे सब कस्टमर्स समझ सकें। यह सूचना यदि आपको अपनी भाषा या किसी अन्य रूप (बड़े अक्षरों, ब्रेल) में चाहिए तो कृपया कंसल्टेशन ऑफिसर से नंबर 0208 937 5127 पर संपर्क करें।

ਅਸੀਂ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਜੋ ਸੂਚਨਾ ਸਾਡੇ ਵੱਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਮਸਲਨ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੌਨਸਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 937 5127 ਤੇ ਸੰਪਰਕ ਕਰੋ।

PUNJABI



# Questionnaire

Willesden Lane – Bus Stop

Dear Sir/Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent. Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **29<sup>th</sup> November 2010**. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

Consultation results will be available on our website. Please go to [www.brent.gov.uk/consultation](http://www.brent.gov.uk/consultation)  
Results will generally be available within one month of the closing date.

Only one reply per household or business will be accepted.

Yours sincerely,

Tim Jackson  
Head of Transportation

If you require this document in larger print please  
telephone 020 8937 5143 or 5132



Brent Building a better borough



INVESTORS IN PEOPLE



Question

Do you agree with making permanent the current temporary bus stop outside of Beechworth?

Yes☐No☐No Opinion☐

Comments

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation, please call Paul Smith on 020 8937 5143



Equalities Monitoring Questionnaire

Brent Council is committed to ensuring that the services it provides meet the needs and requirements of all sections of the community. It is not compulsory to provide the information we are asking for but you will be helping us to meet this commitment and tailor our services to the needs of Brent's community, if you do so.

Any information given will be processed, in accordance with the Data Protection Act 1998 and therefore information which can identify you will not be published or passed to any third party.

We would appreciate your help by completing the following questionnaire and returning it to: Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

- 1) Your first and last name: .....
- 2) Your address: .....
- 3) What is your ethnic group? (Please tick the relevant box)

Asian or Asian British	Black or Black British	Chinese or other ethnic group
<input type="checkbox"/> Indian <input type="checkbox"/> Pakistani <input type="checkbox"/> Bangladeshi <input type="checkbox"/> Any other Asian background e.g. African Asian Sinhalese Sri Lankan Tamil Nepali	<input type="checkbox"/> Caribbean <input type="checkbox"/> African	<input type="checkbox"/> Chinese <input type="checkbox"/> Any other ethnic group e.g. Kurdish Afghan Iraqi
White	Mixed Race / Dual Heritage	
<input type="checkbox"/> British <input type="checkbox"/> Irish <input type="checkbox"/> Any other White background e.g. Gypsy/Roma Albanian Croatian Polish	<input type="checkbox"/> White/Black Caribbean <input type="checkbox"/> White/Black African <input type="checkbox"/> White/Asian <input type="checkbox"/> Any other mixed background	

- 4) Do you consider yourself to be a disabled person?

please indicate the nature of your disability, by ticking the appropriate box below:

☐ No  
☐ Yes → If 'Yes',  
☐ - Mobility difficulties (includes people who use wheelchairs)  
☐ - Sensory impairments (these include sight, hearing and speech impairments)  
☐ - Respiratory difficulties  
☐ - Other
- 5) What is your gender? ☐ Female ☐ Male
- 6) To which age group do you belong?

☐ 15-24 ☐ 25-44 ☐ 45-54 ☐ 55-64 ☐ 65-74 ☐ 75-84 ☐ 85+

**Scheme: Willesden Lane - Bus Stop**  
**Scheme Ref: TP916PS**  
**Date: November 2010**

Questionnaires sent out: **503**  
 Questionnaires received: **152**  
 Response rate: **30%**

Question: **Do you agree with making permanent the current temporary bus stop outside of Beechworth?**

**Percentages shown below out of returned questionnaires:**

<b>Yes</b>	<b>No</b>	<b>No Opinion</b>
100	43	9
66%	28%	6%

**Responses by road:**

<b>Road</b>	<b>Yes</b>	<b>No</b>	<b>None</b>
Christchurch Avenue	3	10	1
Coverdale Road	18	2	2
Mapesbury Road	0	1	0
Mowbray Road	0	2	0
Beechworth, Willesden Lane	10	6	1
Willesden Lane (other)	69	22	5
<b>Total</b>	<b>100</b>	<b>43</b>	<b>9</b>

## Willesden Lane - Bus Stop Comments by road/response

Question: **Do you agree with making permanent the current temporary bus stop outside of Beechworth?**

### No: 43

4	Bembridge Close	please move it along
39E	Christchurch Avenue	distance from previous bus stop is too far
43	Christchurch Avenue	current place is not safe at all for road users
40A	Christchurch Avenue	old bus stop better as located near crossing
53C	Christchurch Avenue	limited walking ability
48	Christchurch Avenue	
34	Christchurch Avenue	
37	Christchurch Avenue	disproportionate to the opposite side bus stop
37	Christchurch Avenue	very useful to me where the bus stop was before
43A	Christchurch Avenue	I feel that old location is a better one
37	Christchurch Avenue	Having just seen the map I would not be in favour
63	Coverdale Road	I think a roaring error has been made
43	Coverdale Road	
1	Mapesbury Road	could try other location?
16C	Mowbray Road	current location is perfectly fine
16H	Mowbray Road	temp bus stop is very near next bus stop
40	Willesden Lane	many of the residents are old some as old as 90
45	Willesden Lane	my family & I wouldn't like bus stop @ beechworth
189	Willesden Lane	stop has always been o/s Christ church w/out probs
10	Willesden Lane	don't agree bus stop was in a dangerous position
16	Willesden Lane	
4	Willesden Lane	we prefer having bus stop where it used it to be
65	Willesden Lane	seen commuters have near misses trying to cross
3	Willesden Lane	
182	Willesden Lane	my house is opposite bus stop, dangerous for access
51	Willesden Lane	registered blind, new location is difficult for me
6	Willesden Lane	have respiratory difficulties and need the bus
8	Willesden Lane	Not good for people wanting to cross the road
1	Willesden Lane	I am 82, you have moved the stop which I use
36	Willesden Lane	
6	Willesden Lane	please return the bus stop to original place
2	Willesden Lane	willesden lane is a trap
35	Willesden Lane	don't agree with moving the bus stop
8	Willesden Lane	work late shifts and feel vulnerable walking
6	Willesden Lane	the bus stop shld not have been moved
173	Willesden Lane	stop shld be moved back to where it originally was
30	Willesden Lane	changes are seldom for the better, in my 89th year
59	Willesden Lane	present location is much more dangerous
7	Willesden Lane	yet to spk to users who think its an improvement
18	Willesden Lane	crossing @ present bus stop is difficult

### None: 9

48	Christchurch Avenue	I am new to the area
57	Coverdale Road	
49	Coverdale Road	I am in care home and I heard lights will be off
72	Willesden Lane	understand the need for it to be moved
20	Willesden Lane	slightly divided regarding this bus stop
38	Willesden Lane	recently suffered speech loss-cant communicate
15	Willesden Lane	
19	Willesden Lane	never used that bus stop
44	Willesden Lane	


### Yes: 100

3	Bembridge Close	
47A	Christchurch Avenue	I reluctantly agree to the re-siting of the stop
42C	Christchurch Avenue	
45C	Christchurch Avenue	
27	Coverdale Road	
5	Coverdale Road	bus stop should stay where it is
58	Coverdale Road	bus stop should stay where it is
19	Coverdale Road	
61	Coverdale Road	
9	Coverdale Road	old one was badly positioned and dangerous
28	Coverdale Road	yes it is a better place have the bus stop
29	Coverdale Road	
32	Coverdale Road	
15	Coverdale Road	
24	Coverdale Road	
40	Coverdale Road	the bus stop shld not have been moved
47	Coverdale Road	
42	Coverdale Road	
44	Coverdale Road	



14	Coverdale Road	
38	Coverdale Road	
43	Willesden Lane	
2	Willesden Lane	
48	Willesden Lane	new position gratefully appreciated
18	Willesden Lane	Bus stop much better access
15	Willesden Lane	assume bodies have the best interest of residents
7	Willesden Lane	I am sure brent council will do the right thing
57	Willesden Lane	I agree the bus stop o/s beechworth is perfect
14	Willesden Lane	feel strongly that the new position is safer
18	Willesden Lane	
29	Willesden Lane	suggested bus stop to be moved as illustrated
46	Willesden Lane	long distance btwn bus stops
20	Willesden Lane	hope bus stop location will become permanent
70	Willesden Lane	Is it poss to put a crossing by bus stop
22	Willesden Lane	good luck for another good deed
3	Willesden Lane	bus stop o/s christchurch most unsuitable
8	Willesden Lane	
20	Willesden Lane	temp bus stop perfect for all, less congestion
62	Willesden Lane	far more important to stop cycling on pavements
55	Willesden Lane	this bus stop is much better for me safer & easier
62	Willesden Lane	there are many disabled elderly people living here
27	Willesden Lane	Am very annoyed that cllr shaw objected to it
11	Willesden Lane	
36	Willesden Lane	
21	Willesden Lane	so happy bus stop will not be at Christchurch
12	Willesden Lane	present position o/s beechworth is better option
15	Willesden Lane	I am agraphobic and am arthritic so this is better
2	Willesden Lane	
64	Willesden Lane	much safer location
25	Willesden Lane	hope temporary bus stop will become permanent
10	Willesden Lane	temp bus stop is much safer than the older one
30	Willesden Lane	I agree that the bus stop stays where it is
50	Willesden Lane	
17	Willesden Lane	safest place, previous location was unsuitable
4	Willesden Lane	drivers end to mount the pavement
1	Willesden Lane	Brilliant, very pleased to read the changes
27	Willesden Lane	
189	Willesden Lane	old bus stop was dangerous, glad it has been moved
189	Willesden Lane	
7	Willesden Lane	
4	Willesden Lane	
32	Willesden Lane	
7	Willesden Lane	Wld love bus stop to stay permanent as its closer
53	Willesden Lane	the new bus stop location is better than the old
2	Willesden Lane	I agree that the bus stop in the proposal is safer
15	Willesden Lane	
17	Willesden Lane	
6	Willesden Lane	
6	Willesden Lane	I wld prefer the bus stop to remain o/s beechworth
46	Willesden Lane	convenient, safe, no disturbance/inconvenient
9	Willesden Lane	bus stop is much safer before it was on a bend
16	Willesden Lane	
19	Willesden Lane	I agree that the bus stop in the proposal is safer
34	Willesden Lane	wonderful having bus stop o/s here esp for kids
21	Willesden Lane	completely agree with the relocation of bus stop
11	Willesden Lane	
11	Willesden Lane	its more convenient for me
25	Willesden Lane	
52	Willesden Lane	I agree with the position of police as explained
16	Willesden Lane	new location is safer for all the concerns stated
2	Willesden Lane	
28	Willesden Lane	
17	Willesden Lane	safer
20	Willesden Lane	it is much safer where the new bus stop is now
19	Willesden Lane	new location has made driveway access safer
8	Willesden Lane	new location is safer , less bottleneck now
60	Willesden Lane	I think it's a much better place for the bus stop
9	Willesden Lane	it is much better where it is now
14	Willesden Lane	old bus stop location was dangerous,much safer now
16	Willesden Lane	im happy with the new location, more convenient
5	Willesden Lane	much safer and quieter where I live
1	Willesden Lane	
18	Willesden Lane	

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	<p style="text-align: center;"><b>Highways Committee</b> <b>9 February 2011</b></p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
For Action	Wards Affected: ALL
<b>Transportation Local Implementation Plan – TfL Capital Allocation 2011-2012.</b>	

## 1.0 SUMMARY

- 1.1 The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) funding allocation from Transport for London (TfL).
- 1.2 This report outlines changes to the arrangements for making that allocation, provides details of the LIP allocation and scheme programme for 2011/12, as recently confirmed by TfL - and seeks approval to implement the schemes and initiatives within that programme.

## 2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the TfL capital (LIP) allocation of £3,591,000 for the 2011/12 financial year.
- 2.2 That the Committee instructs the Head of Transportation to implement the schemes and initiatives set out in this report and ensure their delivery using the allocated budget and resources.
- 2.3 That the Committee authorises the Head 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 the Head Transportation 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

The Council receives a fixed block of capital funding annually from Transport for London (TfL). This is calculated by way of a 'needs-based' formula and is made available through section 159 of the GLA Act. The amount which the Council was provisionally allocated for the forthcoming (2011-12) financial year was contained within a notification paper (**Appendix 1**) in May 2010. This indicated the (capped) level of funding the Council was invited to apply for, under a series of programmes.

- 3.1 Appendix 1 illustrates that Brent was provisionally awarded a sum of £2,828,000 to invest via the 'Neighbourhoods, Corridors and Smarter Travel', funding programmes. This was later reduced to £2,711,000 following the 2010 Spending Review (SR10). Added to this, funding from the TfL carriageway maintenance budget, station access and 'discretionary'/local transport fund, has provided Brent Council with a final TfL capital allocation of £3,591,000 for 2011-12. Additional funding can sometimes be secured as a financial year progresses, subject to other boroughs under-spending budgets. However, it is less likely this will continue to be the case in such times of financial austerity.

### 3.2 The Annual LIP Spending Submission.

The Council submits an annual application for funding to TfL. This is called the 'LIP Spending Submission', formerly known as the 'Annual Funding Application', and is comprised of a pro-forma and some additional, supporting information.

The LIP Spending Submission and resultant financial allocation is to be used to support the sustainable management and improvement of the borough's transport network, and to influence travel decisions, in accordance with the Council's approved LIP policies and to support the overarching policies and objectives set by the Greater London Authority/TfL London and in support of the Mayor's Transport Strategy.

The funding application is structured via four overarching funding headings. These headings dictate the type of projects that London boroughs can request funding for and the (capped) amounts in terms of how much funding can be requested. A fifth heading is described as Local Transport Funding and covers funding which Councils can utilize at their discretion. These are:

- 1) Corridors and Neighbourhoods;
- 2) Smarter Travel (now referred to as 'Supporting Measures');
- 3) Carriageway and Structural Maintenance;
- 4) Major Schemes;
- 5) Local Transport funding.

The types of project covered by these five headings are described in section 3.5 onwards.

- 3.3 The 2011-2012 Spending Submission was submitted on 8<sup>th</sup> October 2010 and reflected the details of the original (May 2010) notification paper, resulting in the an application for £2,828,000 of schemes under the Neighbourhoods, Corridors and Smarter Travel funding streams.

As in previous years the submission was compiled in consultation with the Lead Member and was informed by:

- Previously committed (multi-year funded) projects;
- Neighbourhoods or corridors with a disproportionately high (36 month) record of road collision statistics resulting in deaths, serious and minor injuries, using data supplied by the Metropolitan Police;
- 'Network gaps', predominantly in the local cycling and bus networks;
- Support for overarching regeneration commitments, for example, Wembley.
- The submission was also informed by recorded complaints, suggestions and concerns received from members, residents and businesses.

This methodology is consistent with TfL thinking and supporting (formal) Guidance, whilst wholly supportive of their (and the Mayor's) aspirations. It is consistent with the policies and practices set out within the current LIP and is a justifiable and rational approach to sound transport planning methodology that will continue to develop Brent as a safer and more sustainable borough within which to live, work or visit.

The Spending Review 2010 resulted in a decrease to future LIP funding from TfL. Councils were notified of this by way of a letter dated 4 November 2010 show at **Appendix 2**.

This explained how LIP funding to London boroughs would be reduced on the amounts originally indicated in the May 2010 notification paper by £4.0m (-3%) in 2011/12, £8m (-5%) in 2012/13 and £18m (-12%) in 2013/14. Further detail as to the impact on Brent's future year's capital allocation is set out in Section 4 – Financial Implications. The letter reduced Brent's Neighbourhoods, Corridors and Smarter Travel' funding by £117,000 - from the original (indicative) £2,828,000 - to £2,711,000. Amounts for Principal Carriageway Maintenance and Local (discretionary) Transport fund, remained unchanged.

Barring exceptional circumstances, the funding for each of the three formula-based programmes (detailed later in this section) is fixed for the next three financial years. This provides Boroughs with a degree of certainty as to minimum TfL funding levels.

The funding is allocated to key themes/groups of projects including Corridors & Neighbourhoods and Smarter Travel. Annual funding is also received for (principal road) highways and structural (bridges) maintenance. A fund for

'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1million.

The amount of funding allocated to each borough is determined through a funding 'formula' (developed by TfL in conjunction with London Councils) that uses a number of metrics to establish 'need' on a consistent basis across all 33 London boroughs. The funding is provided to boroughs to deliver schemes that address key Mayoral objectives which reflect local priorities.

### **3.4 Changes to the LIP Funding process from 2010/11 guidance.**

A guidance document on developing the second local implementation plans (May 2010) sets out the requirements and available support for London boroughs producing their second Local Implementation Plans (LIPs). It also provides the framework for the required Annual Spending Submission (formerly known as the Annual Funding Application).

Key changes from the 2010/11 guidance to the 2011/12 guidance are as follows:

- The Corridors and Neighbourhoods programmes have been combined into a single programme resulting in four main LIP programmes (Corridors & Neighbourhoods, Smarter Travel (now called Supporting Measures), Maintenance and Major Schemes;
- Funding for the second LIP period (2011/12 to 13/14) is allocated for Corridors & Neighbourhoods and Supporting Measures using a 'needs based' formula;
- The £100k per annum per borough for use on Local Transport Projects has been retained;
- As a result of a review of LIP funded partnerships conducted in 2009/10, the number of partnerships in receipt of LIP funding has been reduced from 14 to 6 (five new sub-regional partnerships and one pan London partnership) with the resultant savings recycled into the needs-based formula funding for 2011/12.
- There are no changes to the way in which Maintenance and Major Schemes funding is allocated, other than the fact that Major Schemes submissions will only normally now be considered for projects costing more than £1m in total over the whole life of the project.

The narrative below explains the type of interventions that are funded through the various programmes/headings.

### **3.5 Corridors & Neighbourhoods:** This (now single) programme was previously split into two separate programme headings. As part of TfL's rationalisation of LIP headings the two were merged.

However, within this now merged programme heading, boroughs still need to address all the original objectives covered by both Neighbourhoods and Corridors. Officers have therefore separated Neighbourhood and Corridor projects, for the purposes of the original funding application and reporting mechanisms, and to ensure a fair spread of capital projects across both areas.

**‘Corridor’** interventions: are expected to facilitate the delivery of local safety schemes and bus priority measures, address London Cycle Network gaps, as well as to deliver other local cycling and walking related improvements and bus stop accessibility measures along discrete highway corridors. Formula based.

**‘Neighbourhood’** interventions: are expected to facilitate the delivery of 20mph zones, address freight issues, support regeneration aspirations, include environmental and accessibility components and address localised parking problems in discrete areas or neighbourhoods. Formula based.

**3.6 Supporting Measures:** should facilitate the delivery of School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes. Formula based.

**3.7 Maintenance:** comprises the structural maintenance of principal (main) roads and bridges. As in previous years, carriageway condition surveys continue to be used by TfL to make allocations for highways maintenance, whilst bridge allocations are made through an established (LOBEG) prioritisation process. Based on a carriageway condition survey carried out by Transport for London and fixed amount.

**3.8 Major Schemes:** sit slightly outside of the annual funding application process and is a mechanism for developing and implementing larger public realm improvement schemes. This Programme area was formerly known as ‘Area Based Schemes’ (ABS) and covered town centres, station access and ‘streets for people’ projects.

TfL require boroughs to focus on larger towards larger (£1million or above) projects such as town centre projects. Major Schemes are detached from the LIP funding application process in that an application can be submitted to TfL at any time of the year. There is more flexibility to spread funding allocations across a number of financial years, reflecting the fact that they are usually larger projects/schemes. The improvement of Harlesden Town Centre continues to be Brent’s primary ‘Major Scheme’ intervention spanning the course of LIP-2, 2011-2014.

**3.9 Local Transport Funding:** Since 2009/10, TfL has allocated £100k/borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act.

- 3.10 A breakdown of the funding allocation by each of the programme headings is set out in Table 1, below.

**Table 1: Summary of Brent Council's 2011-2012 TfL LIP funding allocation.**

<b>Programme</b>	<b>Pan-London allocation (£m)</b>	<b>Allocation to Brent (£m)</b>
Principal Road Maintenance	15.3	0.590
Corridors, Neighbourhoods and Supporting Measures	83.3	2,711
Major Schemes	26.0	0.190
Local Transport Funding	3.3	0.100
<b>Total</b>	<b>155</b>	<b>3,591</b>

- 3.11 **Table 2** summarises the interventions/schemes Brent has received confirmation of funding for in 2011/12, along with the type of scheme and associated cost. The last column indicates the ward(s) within which the proposed intervention lies.



**Table 2: Detailed breakdown of Brent's Transport for London - Local Implementation Plan - funded transportation interventions, 2011-2012.**

<b>Scheme ref/title</b>	<b>Scheme type</b>	<b>Allocation (£k)</b>	<b>Wards affected</b>
<b>RO1</b> - A4089 Wembley Park Drive (from Park Lane to Elmside Road)	Carriageway Maintenance	130	Preston/Tokington
<b>RO2</b> - A404 Watford Road (Hospital exit to golf course entrance)	Carriageway Maintenance	120	Northwick Park
<b>RO3</b> - A4003 Willesden Lane (from Mapesbury Road to Cavendish Road)	Carriageway Maintenance	83	Brondesbury park
<b>RO4</b> - A4005 Bridgewater Road (from Cemetery to Clifford Garden)	Carriageway Maintenance	90	Alperton
<b>RO5</b> - A4089 Ealing Road (Mount Pleasant to Stanley Avenue)	Carriageway Maintenance	167	Alperton
<b>RO (carriageway maintenance) – sub-total:</b>		<b>590</b>	
<b>CO/1</b> - A5 Corridor, integrated transport interventions	Corridors & Neighbourhood	90	Dollis Hill/Mapesbury
<b>CO/2</b> - Blackbird Hill – Neasden Lane North – Tanfield Avenue – Crest Road	Corridors & Neighbourhood	120	Dollis Hill
<b>CO/3</b> – Chamberlayne Road (Kensal Rise)	Corridors & Neighbourhood	90	Queens Park/Brondesbury
<b>CO/4</b> – Chichelle Road (from Melrose Avenue to Cricklewood Broadway) road danger reduction interventions	Corridors & Neighbourhood	15	Mapesbury
<b>CO/5</b> – East Lane, St. Augustines Ave area / Preston Rd end. (road danger/congestion reduction interventions)	Corridors & Neighbourhood	73	Preston
<b>CO/6</b> – Ealing Road (north) – from Bridgewater Rd to High Rd, Wembley inc. High Rd Wembley Jctn with Lancelot Rd.	Corridors & Neighbourhood	20	Wembley Central
<b>CO/7</b> – Harlesden Town Centre Major Scheme	Corridors & Neighbourhood	150	Harlesden
<b>CO/8</b> – Harrow Road, Wembley	Corridors &	90	Tokington

(from Tring Avenue to Point Place)	Neighbourhood		
<b>CO/9</b> – Park Lane – Wembley Park Drive	Corridors & Neighbourhood	90	Wembley Central / Tokyngton
<b>CO/10</b> – High Rd Wembley – Wembley Hill Rd – Empire Way – Bridge Rd; Olympic 2012 interventions	Corridors & Neighbourhood	585	Wembley Central / Tokyngton
<b>CO/11</b> – Wembley Area (Olympics 2012) Legible London pedestrian way-finding project	Corridors & Neighbourhood	30	Wembley Central / Tokyngton
<b>CO/12</b> – Willesden Green (High Rd Willesden – Willesden Lane Jct – Walm Lane	Corridors & Neighbourhood	165	Willesden Green
<b>CO/13</b> – Kenton Rd – Orchard Grove – Preston Hill (Road Danger Reduction interventions)	Corridors & Neighbourhood	20	Kenton
<b>CO/14</b> – High Rd, Willesden – Brenthurst Road – Cobbold Rd (Road Danger Reduction Interventions)	Corridors & Neighbourhood	25	Willesden Green
<b>CO/15</b> – Dudden Hill Lane – Burnley Road – Chapter Road (Road Danger Reduction Interventions)	Corridors & Neighbourhood	30	Dudden Hill
<b>CO/16</b> – Preston Road – Elmstead Avenue (Road Danger Reduction Interventions)	Corridors & Neighbourhood	0	Preston
<b>CO/17</b> – Bus Stop Accessibility Programme	Corridors & Neighbourhood	<b>90</b>	Borough-wide
<b>CO/NH</b> – Design/consultation funding for future year Corridor & Neighbourhoods projects	Corridors & Neighbourhood	45	Borough-wide
<b>NH/1</b> – Cairnfield Avenue area	Corridors & Neighbourhood	180	Dudden Hill
<b>NH/2</b> – Mora & Temple Rd. area	Corridors & Neighbourhood	145	Mapesbury
<b>NH/3</b> – Sudbury & Harrow Rd. (Small town centre area)	Corridors & Neighbourhood	95	Sudbury
<b>NH/4</b> – Rugby Avenue – Sudbury Avenue – Harrowdene Rd area	Corridors & Neighbourhood	30	Sudbury
<b>NH/5</b> – Donnington Rd – Peters Avenue – Holland Rd area	Corridors & Neighbourhood	30	
<b>NH/6</b> – Car Clubs – TMOs, signs & lines	Corridors & Neighbourhood	15	Borough-wide
<b>NH/7</b> – Future of electric vehicle charging points (EVCPs) and Car Clubs in Brent – study.	Corridors & Neighbourhood	15	Borough-wide

<b>NH/8</b> – Installation of Electric Vehicle Charging Points (EVCPs)	Corridors & Neighbourhood	30	Borough-wide
<b>NH/9</b> – Environmental Health Initiatives.	Corridors & Neighbourhood	10	Borough-wide
<b>NH/10</b> – Urban Realm / Street Trees	Corridors & Neighbourhood	10	Borough-wide
<b>NH/11</b> – Parking and general waiting & loading reviews	Corridors & Neighbourhood	30	Borough-wide
<b>NH/12</b> – LIP-2 Policy development, ped dwell times and cycle screen line counts	Corridors & Neighbourhood	<b>10</b>	Borough-wide
<b>NH/13</b> – Development, progress monitoring & LIP Annual Report.	Corridors & Neighbourhood	20	Borough-wide
<b>CO &amp; NH (corridors and neighbourhoods) sub-total:</b>		<b>2348</b>	
<b>SM/1</b> – School Travel Plans – engineering measures	Supporting Measures	150	Borough-wide
<b>SM/2</b> – Schools Travel Plans – softer (non-engineering) measures	Supporting Measures	25	Borough-wide
<b>SM/3</b> – “Bike It” project, Sustrans/Brent	Supporting Measures	30	Borough-wide
<b>SM/4</b> – Policy Development of Brent <i>Biking Borough</i> project	Supporting Measures	10	Borough-wide
<b>SM/5</b> – Transport policy & Travel Awareness programme	Supporting Measures	10	Borough-wide
<b>SM/6</b> – Education, Training & Publicity (ETP) interventions	Supporting Measures	20	Borough-wide
<b>SM/7</b> – Cycle Training programme	Supporting Measures	60	Borough-wide
<b>SM/8</b> – West sub-regional transport planners	Supporting Measures	18	Borough-wide
<b>SM/9</b> – Workplace Travel Plans in Brent	Supporting Measures	10	Borough-wide
<b>SM/10</b> - School buses escort project	Supporting Measures	30	Borough-wide
<b>ST (Supporting Measures) sub-total:</b>		<b>363</b>	
L/1 – Local Transport (borough discretionary) Funding	Local Transport Funding	<b>100</b>	Borough-wide
MS/1 - Northwick Park Station.	Major Scheme (formerly area-based scheme - station access)	<b>190</b>	Northwick Park
MS/2 Future year Major Scheme - Harlesden Town Centre.	Major Scheme (provisional) sum of £3m for 2012-2014,		Harlesden

	detailed at Appendix 3.		
<b>TOTAL FOR ALL INTERVENTIONS</b>		<b>3591</b>	

### 3.12 Consultation.

Consultation (public and statutory) will be undertaken on schemes involving the implementation of new measures (traffic calming, accident reduction measures etc.) on the road network.

In that schemes within the Neighbourhoods & Corridors programmes now involve a more holistic approach (i.e. a scheme may involve an accident reduction element together with bus and/or cycle priority elements whereas previously schemes generally dealt with each element in isolation) it remains increasingly important to present consultation material that details the “whole picture”. It will also be important to explain that, whilst this (still relatively new) approach allows a much more holistic treatment of neighbourhoods and corridors, there will be limitations as to the scope of work that can be undertaken within schemes with in each of the programmes, and levels of expectation need to be properly managed.

Maintenance schemes will not be the subject of local consultation although residents and businesses will be involved in the development of working arrangements. Various notification arrangements will be employed and a comprehensive communications plan will be developed and utilised.

### 3.13 In Summary.

The 2011-2012 Annual Local Implementation Plan (LIP) Funding Application was submitted to TfL, following consultation with the Lead Member for Highways and Transportation on 8<sup>th</sup> October 2010.

In deciding how to allocate funding for LIP proposals, TfL, in consultation with London Councils and the London Boroughs use a formula based approach meaning the borough is not able to influence the overall total amounts allocated to the borough under each programme.

TfL have confirmed an allocation of £3,591,000 to Brent for 2011/12 to implement the schemes and initiatives across the programme areas set out in Table 2.

The Committee is asked to authorise the Head of Transportation to commence design, consultation and implementation of the schemes and initiatives as presented in Table 2. The Committee is recommended to instruct the Head of Transportation to prioritise the implementation of the programme and to deliver within the financial year 2011/12.

## 4.0 FINANCIAL IMPLICATIONS

TfL has allocated Brent the amount of £3,591,000 against specific approved programmes, as agreed by TfL in a letter sent by their Head of Borough Projects and Programmes - 4<sup>th</sup> November 2010. This letter reduced the Corridors, Neighbourhoods and Supporting Measures (formerly 'Smarter Travel') allocation from a previous (pre-Spending Review 2010) indicative allocation.

As described in Section 3, funding is allocated to key themes/groups of projects including Corridors & Neighbourhoods and Smarter Travel. Annual funding is also received for (principal road) highways and structural (bridges) maintenance. There are no significant structural maintenance (bridge) works planned in Brent for 2011-12, however, the borough will continue to receive a sum of £40,000 to act as lead borough (chair) the London Bridge Engineering Group (LoBEG). This was not included in the TfL allocation letters hence has not been factored into sums appearing in this report. A fund for 'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1million.

The amount of funding allocated to each borough is determined through a funding 'formula' that uses a number of metrics to establish 'need' on a consistent basis across all 33 London boroughs. The funding is provided to boroughs to deliver schemes that address key Mayoral objectives which reflect local priorities.

TfL advised boroughs of their settlement on 4<sup>th</sup> November 2010. Following the Spending Review 2010 (SR10) the overall support available to boroughs through the LIP process has been reduced to reflect the new profile of the "General Grant" TfL receives from DfT. This equates to an overall London-wide reduction in LIP funding (on that which was previously envisaged) of £4.0m (-3%) in 2011/12, £8m (-5%) in 2012/13 and £18m (-12%) in 2013/14.

#### 4.1 The overall implications are as follows:

- There is a (London-wide) LIP Capital Funding decrease of £4m (-3%) for 11/12, £8m (-5%) for 12/13 and £18m (-12%) for 13/14 on pre-CSR allocations (of £150m pa for 3 years);
- However, for Principal Road Maintenance – there is no decrease (c£15m pa London-wide);
- Bridges – re-profiled to avoid 2012 (Olympics) and reduced. It appears that Brent will be receiving no funding for structural maintenance in 2011-12 as TfL prioritise key central London structures. However, this is yet to be confirmed;
- Major Schemes – slightly lower increase than envisaged;
- Discretionary (Local Transport) funding – no change.

The notified settlement for Brent is summarised below. Excluding the allocation made for Northwick Park Station Access project and the provisional allocation made for Harlesden Town Centre (Brent's priority 'Major Scheme' as presented in LIP-2), this represents an 11% decrease in funding for 2011/12, 14% decrease for 2012/2013 and 23% decrease for 2013/14 (using the 2010/11 settlement as a base-line).

- 4.2 In accordance with normal arrangements, the Council's proposed programme of LIP funded schemes and initiatives were submitted to TfL for approval in October 2010. Following the SR-10, officers reviewed the 2011/12 programme to identify reductions of c£120k in Corridors/Neighbourhoods and Smarter Travel, so as to adjust the programme to the revised allocation. However, the post SR10 reduction for the forthcoming (11-12) financial year was negated/buoyed somewhat by the late announcement of £190,000 of funding received for station access improvements to Northwick Park station, notified to the Council just before Christmas 2010.

**Table 5. Brent Summary / Implications of Spending Review 2010.**

<b>Funding type</b>	<b>10/11 allocation (£k)</b>	<b>Pre-CSR allocation 11/12 (£k)</b>	<b>Post-CSR allocation 11/12 (£k)</b>	<b>12/13 (£k)</b>	<b>13/14 (£k)</b>
Principal Road Maintenance	622	740^	591	600 (est.)	600 (est.)
Corridors	1574	1820			
Neighbourhoods	1148	640			
Smarter Travel	406	368			
Sub-total		2828	2711	2600	2229
Discretionary	100	100	100	100	100
Major Scheme			190	1500*	1500*
<b>Total</b>	<b>3850</b>	<b>3668</b>	<b>3591</b>	<b>4800</b>	<b>4429</b>

\*Indicative/provisional funding for Harlesden Town Centre Major Scheme.

- 4.3 The Transportation Service proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time is 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.

There is no provision for carry over and all works must be completed by 31<sup>st</sup> March 2011.

**Table 6: TfL LIP Funding Summary, 2010/11 and 2011/12 – comparison.**

<b>Programme Area (funding type)</b>	<b>10/11 allocation</b>	<b>11/12 allocation</b>
Principal Road, Footway and Structural Maintenance	£622,000	£590,000
Corridors & Neighbourhoods and Supporting Measures	£2,722,000	£2,711,000
Discretionary (Local Transport	£100,000	£100,000

Funding)		
Major Scheme		£190,000
<b>Total</b>	<b>£3,850,000</b>	<b>£3,591,000</b>

## **5.0 LEGAL IMPLICATIONS**

5.1 There are no significant legal implications arising from this report.

## **6.0 DIVERSITY IMPLICATIONS**

6.1 The proposals in this report have been assessed by way of the Equalities Impact Assessment/INRA, supporting the Council's Member and TfL approved "Local Implementation Plan 2006-2011". 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 There are no significant staffing implications arising from this report.

## **8.0 ENVIRONMENTAL IMPLICATIONS**

8.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Council's existing statutory Local Implementation Plan. There are no negative environmental implications of note arising from the funds allocated through the 2011-2012 Brent LIP funding application/settlement.

## **BACKGROUND INFORMATION**

Any person wishing to inspect the above papers should contact Tim Jackson, Head of Highways & Transport Delivery, Transportation Service, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5151

## **BACKGROUND PAPERS:**

- Chapter 4, Guidance on Developing Second Round Local Implementation Plans, May 2010. (TfL);
- TfL letters of funding notification (attached as appendices).

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**Appendix 1: Provisional LIP (11/12) TfL Capital Funding Notification Paper**  
**5 May 2010.**

Highways Committee 9 February 2011.

Transportation Local Implementation Plan:

Transportation Capital Allocation 2011-2012.

## LOCAL IMPLEMENTATION PLAN FUNDING FOR 2011/12

### 1.0 Background and key issues

1.1 The Guidance on Developing the Second Local Implementation Plans (May 2010) sets out the requirements and available support for London boroughs producing their second Local Implementation Plans (LIPs). It also provides the framework for the required Annual Spending Submission. Accordingly, the LIP Guidance should be the starting point for London boroughs when determining their proposed programmes of work. The purpose of this note is to confirm the available LIP funding from 2011/12 to 2013/14 and to provide specific information on issues of relevance to the 2011/12 Annual Spending Submission. The key points to note are as follows:

- The Corridors and Neighbourhoods programmes have been combined into a single programme resulting in four main<sup>1</sup> LIP programmes (Corridors & Neighbourhoods, Smarter Travel, Maintenance and Major Schemes)
- Funding for the second LIP period (2011/12 to 2013/14) is allocated for Corridors & Neighbourhoods and Smarter Travel using a needs based formula, details of which can be found in section 4 (Funding and approvals) of the LIPs Guidance (May 2010)
- The £100k per annum per borough for use on Local Transport Projects has been retained
- As a result of a review of LIP funded partnerships conducted in 2009/10, the number of partnerships in receipt of LIP funding has been reduced from 14 to 6 (five new sub-regional partnerships and one pan London partnership<sup>2</sup>), with the consequent savings re-cycled into the needs-based formula funding for 2011/12.
- There are no changes to the way in which Maintenance and Major Schemes funding is allocated, other than the fact that Major Schemes submissions will only normally now be considered for projects costing more than £1m in total over the whole life of the project.

*Notes: (1) funding is also provided for signal modernisation work and an amount is top-sliced to support partnerships and other matters (2) £1.5m has also been allocated to the Strategic Walks Network in 2011/12 to enable completion of the Network.*

### 2.0 Breakdown of LIP funding

2.1 Appendix 1 sets out the key variables used in determining the available funding to be allocated for those programmes funded through the needs based formula. The formula is unchanged from that developed for the

transition year (2010/11), with the same indicators and weightings applied. However, the borough specific data has been updated to reflect the most recent information available. Details of these changes were sent to borough LIP contacts earlier this year.

- 2.2 Appendix 2 provides a breakdown of the top-slicing of the formula allocated budget.

### **3.0 Reforms to LIP support for partnerships**

- 3.1 In 2009/10 a review of LIP funded partnerships was undertaken, led by the Partnerships Review Team (PRT), which included representatives from the boroughs, London Councils, existing partnerships, GLA and TfL. The outcomes of this work were the formation of five new sub-regional partnerships (aligned to MTS sub-regions), a framework for governance and hosting requirements, funding information and suggested functions. Details on the partnership review can be found on the Borough Extranet: [http://boroughs.tfl.gov.uk/partnership\\_forums.aspx](http://boroughs.tfl.gov.uk/partnership_forums.aspx)
- 3.2 Funding has been determined for the new sub-regions on the basis of a fixed amount for each sub-region (£80k), with an additional amount per borough (£13k), based on core constituent boroughs within each sub-region, as set out in MTS. *Note: funding is dependent upon sub-regional partnerships operating fuzzy boundaries (i.e. other boroughs can join), but this will not change the available funding allocation.*
- 3.3 The boroughs within each sub-region are asked to agree a lead authority and to notify this to TfL, so the necessary arrangements for financial assistance can be made. The latest date for this notification is 6 December 2010, however, boroughs are positively encouraged to agree these matters in advance of this date, to enable a smooth transition from current to future partnership arrangements and to ensure that account is made within individual borough Annual Spending Submissions of any work they may wish the new partnerships to undertake on their behalf.

### **4.0 Borough-by-borough allocations and Annual Spending Submissions**

- 4.1 Appendix 3 of this note provides the details of the 2011/12 allocations for all boroughs using the funding formula. Indicative funding totals are also provided for the two following years (2012/13 and 2013/14) to enable boroughs to develop their three year LIP Programme of Investment.
- 4.2 Boroughs should use Proforma A within the LIPs Guidance to provide details of the Annual Spending Submission for 2011/12, the information from which

will then be uploaded to the Borough Portal. Particular attention is drawn to the following additional information required within the proforma for the annual programme:

- **Expected main MTS outcomes** – these are detailed in Table 2.1 of the LIPs Guidance
- **Impact on Crossrail** – The Crossrail project is due to open in 2017 and provides many opportunities for complementary measures to maximise its value to local communities. Boroughs are encouraged to consider Crossrail related initiatives as part of their LIPs funding programmes. In addition, boroughs are asked to indicate on Proforma A what, if any, impact (positive, negative, neutral) the interventions will have on Crossrail
- **Impact on 2012 Games** – Boroughs are encouraged to examine opportunities to use LIP funding to complement the Games and provide a lasting legacy for London. Please indicate on Proforma A what, if any, impact (essential, positive, neutral or negative) the interventions will have on the 2012 Games, with particular attention being paid to the Olympic Route Network (Core, Venue, Alternative and Training) where the Olympic Delivery Authority has the powers to control works and activities in the run up and during the 2012 Games and 2011 testing period.
- **Signal requirements** – how many individual signal schemes will be required to implement the interventions (either to install new signals, modify existing or remove entirely), whilst recognising the need to carefully consider the appropriateness of new signals and only proposing them when there is no realistic alternative (refer to section 4.8 and 4.9 of the Guidance)

4.3 The submission for 2011/12 will need to be made to TfL by **8 October 2010**. Boroughs are required to send a copy of their submission with a covering letter to David Rowe, Head of Borough Projects & Programmes, TfL Surface Transport, Palestra, 197 Blackfriars Road, London SE1 8NJ, together with an electronic copy to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk) .

4.4 The financial assistance provided by TfL is under section 159 of the GLA Act 1999. Section 4 (Funding and approval of LIPs) of the Guidance sets out the relevant matters to which TfL will have regard in exercising its duties under section 159.

## **5.0 Annual report on interventions and outputs**

5.1 Outputs from individual schemes or packages of schemes delivered during the course of the financial year should be reported each July using proforma C within the LIPs Guidance. This replaces the need for spend and delivery information to be reported on a bi-monthly basis, although boroughs are

required to keep their live Programmes of Investment up to date on the Borough Portal.

## **6.0 Other matters**

- 6.1 The Greenways programme complements other key Mayoral cycling priorities such as Cycle Hire, Cycle Superhighways and Biking Boroughs in supporting more active travel. Boroughs should be aware that 2010/11 was the last year for which separate financial assistance for borough Greenways schemes applied. From 2011/12 onwards boroughs should look to bring forward Greenways proposals as part of their LIP Corridor & Neighbourhoods programmes. A separate process will apply for Greenways proposals brought forward by the other, non-borough managing authorities.
- 6.2 Details of recent publications of significance to boroughs in developing their LIP and Annual Spending Submissions are provided in Appendix 4.

## **7.0 Advice and support**

- 7.1 The newly created Borough Projects & Programmes (BPP) team within TfL Surface Transport has been established to work with boroughs to help them identify proposals that warrant LIPS funding and to provide the necessary support to help them deliver the solutions. Contact details for BPP, LIPs Policy and Road Maintenance and Bridges are provided in Appendix 5.

## Appendix 1 – Summary of key variables

LIP funding for Corridors & Neighbourhoods and Smarter Travel is allocated through a needs based formula. The table below sets out how the funding for these programmes has been determined from the total available £150m LIPs funding in 2011/12.

Funding requirement	Explanation
Total LIP budget in 2011/12	£150m has been allocated for LIP funding in 2011/12
Maintenance funding	£22.3m, which has been deducted from the overall LIP budget for maintenance schemes. This will fund Principal Road Renewal and Bridge projects
Major Schemes funding	£26m, which has been deducted from the overall LIP budget for Major Schemes.
Signals modernisation funding	£8.1m, which has been deducted from the overall LIP budget for life-expired signal replacement on borough roads
Available budget for needs based formula funding	£150m total LIP budget minus £22.3m for Maintenance, £26m for Major Schemes and £8.1m for signals, leaving a total overall budget of £93.6m.
Top-slicing	£6.7m to cover the administration of the five new sub-regional partnerships plus Local Transport Funding (see table 3 for further details)
Corridors and Neighbourhoods	This programme receives 87% of the available Funding Formula budget, which after taking account of the top-slicing explained above, results in £75.6m for 2011/12.
Smarter Travel	This programme receives 13% of the available Funding Formula budget, which after taking account of the top-slicing explained above, results in £11.3m for 2011/12.

## Appendix 2 – Breakdown of Top Slice

Top Slice	£m	Comments
Partnership strategy development	£0.1m	£20k paid to the lead borough in each new sub-regional partnership
Borough officer training	£0.77m	This relates to learning and development support for borough officers in respect of specific requirements (e.g. road safety) and other matters
LEPT	£0.16	Paid to London Councils. for the five sub-regional partnerships and to London Councils for LEPT (see table 3 below for breakdown of funding)
South London sub-regional partnership	£0.17	Paid to the south sub-region lead borough (refer to section 3)
East London sub-regional partnership	£0.2	Paid to the east sub-region lead borough (refer to section 3)
North London sub-regional partnership	£0.13	Paid to the north sub-region lead borough (refer to section 3)
Central London sub-regional partnership	£0.17	Paid to the central sub-region lead borough (refer to section 3)
West London sub-regional partnership	£0.16	Paid to the west sub-region lead borough (refer to section 3)
Strategic Walking Network (SWN)	£1.5	Final year of LIP financial assistance to enable completion of the network
Local Transport Funding	£3.3	£100k payment for each borough to spend on transport projects of their choice that support the delivery of the Mayors Transport Strategy
<b>Total</b>	<b>£6.67</b>	

**Appendix 3 - Details of the 2011/12 allocations for all boroughs under  
Corridors & Neighbourhoods and Smarter Travel**

<b>2011/2012 LIPS Funding</b>				<b>2012/13 Indicative funding</b>	<b>2013/14 Indicative funding</b>
<i><b>Borough</b></i>	<i><b>Corridors &amp; Neighbourhoods</b></i>	<i><b>Smarter Travel</b></i>	<i><b>Total</b></i>	<i><b>Total</b></i>	<i><b>Total</b></i>
	£'000	£'000	£'000	£'000	£'000
<b>Barking and Dagenham</b>	1,604	212	<b>1,816</b>	<b>1,820</b>	<b>1,820</b>
<b>Barnet</b>	3,439	617	<b>4,056</b>	<b>4,064</b>	<b>4,064</b>
<b>Bexley</b>	1,861	303	<b>2,164</b>	<b>2,168</b>	<b>2,168</b>
<b>Brent</b>	2,455	373	<b>2,828</b>	<b>2,833</b>	<b>2,833</b>
<b>Bromley</b>	2,648	428	<b>3,076</b>	<b>3,082</b>	<b>3,082</b>
<b>Camden</b>	2,330	301	<b>2,631</b>	<b>2,636</b>	<b>2,636</b>
<b>City of London</b>	805	100	<b>905</b>	<b>906</b>	<b>906</b>
<b>Croydon</b>	3,003	437	<b>3,440</b>	<b>3,447</b>	<b>3,447</b>
<b>Ealing</b>	3,045	519	<b>3,565</b>	<b>3,572</b>	<b>3,572</b>
<b>Enfield</b>	2,882	510	<b>3,392</b>	<b>3,399</b>	<b>3,399</b>
<b>Greenwich</b>	2,486	371	<b>2,857</b>	<b>2,863</b>	<b>2,863</b>
<b>Hackney</b>	2,198	246	<b>2,444</b>	<b>2,449</b>	<b>2,449</b>
<b>Hammersmith and Fulham</b>	1,891	271	<b>2,162</b>	<b>2,166</b>	<b>2,166</b>
<b>Haringey</b>	2,085	272	<b>2,356</b>	<b>2,361</b>	<b>2,361</b>
<b>Harrow</b>	1,577	247	<b>1,825</b>	<b>1,828</b>	<b>1,828</b>
<b>Havering</b>	2,289	411	<b>2,700</b>	<b>2,705</b>	<b>2,705</b>
<b>Hillingdon</b>	2,590	489	<b>3,080</b>	<b>3,086</b>	<b>3,086</b>
<b>Hounslow</b>	2,512	448	<b>2,959</b>	<b>2,965</b>	<b>2,965</b>
<b>Islington</b>	1,932	253	<b>2,185</b>	<b>2,189</b>	<b>2,189</b>
<b>Kensington and Chelsea</b>	1,883	243	<b>2,126</b>	<b>2,130</b>	<b>2,130</b>
<b>Kingston</b>	1,427	252	<b>1,680</b>	<b>1,683</b>	<b>1,683</b>
<b>Lambeth</b>	2,862	336	<b>3,198</b>	<b>3,204</b>	<b>3,204</b>



<b>Lewisham</b>	2,600	336	<b>2,935</b>	<b>2,941</b>	<b>2,941</b>
<b>Merton</b>	1,650	281	<b>1,930</b>	<b>1,934</b>	<b>1,934</b>
<b>Newham</b>	2,232	289	<b>2,521</b>	<b>2,526</b>	<b>2,526</b>
<b>Redbridge</b>	2,321	358	<b>2,679</b>	<b>2,684</b>	<b>2,684</b>
<b>Richmond</b>	1,773	337	<b>2,111</b>	<b>2,115</b>	<b>2,115</b>
<b>Southwark</b>	2,774	352	<b>3,126</b>	<b>3,132</b>	<b>3,132</b>
<b>Sutton</b>	1,466	217	<b>1,683</b>	<b>1,686</b>	<b>1,686</b>
<b>Tower Hamlets</b>	2,418	318	<b>2,736</b>	<b>2,741</b>	<b>2,741</b>
<b>Waltham Forest</b>	2,144	287	<b>2,431</b>	<b>2,436</b>	<b>2,436</b>
<b>Wandsworth</b>	2,692	397	<b>3,090</b>	<b>3,096</b>	<b>3,096</b>
<b>Westminster</b>	3,755	490	<b>4,245</b>	<b>4,253</b>	<b>4,253</b>
<b>TOTAL</b>	<b>75,629</b>	<b>11,301</b>	<b>86,930</b>	<b>87,100</b>	<b>87,100</b>

## Appendix 4 – Relevant publications

Recent publications of relevance to boroughs preparing LIPs and the 2011/12 Annual Spending Submissions are listed below:

- The Guidance on Developing the Second Local Implementation Plans  
[http://boroughs.tfl.gov.uk/documents/borough\\_information/spending\\_plans/lip2-guidance-may-2010.pdf](http://boroughs.tfl.gov.uk/documents/borough_information/spending_plans/lip2-guidance-may-2010.pdf)
- The Sub-Regional Challenges & Opportunities documents include data and analysis that may be useful for boroughs when preparing their LIPs  
[http://boroughs.tfl.gov.uk/sub\\_regional\\_information\\_plans.aspx](http://boroughs.tfl.gov.uk/sub_regional_information_plans.aspx)
- The Guidance for Implementation of Electric Vehicle Infrastructure is a step-by-step guide to boroughs considering implementing charging infrastructure  
<http://www.london.gov.uk/electricvehicles/charging/implementation.jsp>
- The Cycle Safety Action Plan contains a number of actions of relevance to the London boroughs (in particular actions 3.1.1-3.1.5 and 3.2.3)  
<http://www.tfl.gov.uk/roadusers/cycling/13382.aspx>
- The Legible London Guidance provides practical advice for boroughs considering implementing the Legible London wayfinding system  
<http://boroughs.tfl.gov.uk/documents/general/implementing-legible-london.pdf>
- The Smarter Travel Sutton Lessons Learned Report has been prepared to assist other boroughs in the planning of smarter travel programmes as part of their LIPS <http://www.smartertravelsutton.org/about/lessonslearnt>.

## Appendix 5 – TfL Contacts

Name:	Title/Subject:	Contact No:	Email address
Peter McBride	Regional Borough Programme Manager (South)	Tel: 020 3054 0862	<a href="mailto:Peter.McBride@tfl.gov.uk">Peter.McBride@tfl.gov.uk</a>
Daniel Johnson	Regional Borough Programme Manager (Central)	Tel: 020 3054 4710	<a href="mailto:Danieljohnson@tfl.gov.uk">Danieljohnson@tfl.gov.uk</a>
Julie Dye	Regional Borough Programme Manager (East)	Tel: 020 3054 0850	<a href="mailto:Julie.Dye@tfl.gov.uk">Julie.Dye@tfl.gov.uk</a>
Lennox Davidson	Regional Borough Programme Manager (North and West)	Tel: 020 3054 0770	<a href="mailto:Lennox.Davidson@tfl.gov.uk">Lennox.Davidson@tfl.gov.uk</a>
Bron Plaskowski	Traffic Signals	Tel: 020 3054 0819	<a href="mailto:Bron.plaskowski@tfl.gov.uk">Bron.plaskowski@tfl.gov.uk</a>
Duro Basic	Road Maintenance and Bridges	Tel: 020 3054 1129	<a href="mailto:Duro.Basic@tfl.gov.uk">Duro.Basic@tfl.gov.uk</a>
Kate Holgate	LIPs Policy Manager	Tel: 020 7126 4394	<a href="mailto:KateHolgate@tfl.gov.uk">KateHolgate@tfl.gov.uk</a>
Billy Parr	LIPs Policy Assistant Manager	Tel: 020 7126 4045	<a href="mailto:bilyparr@tfl.gov.uk">bilyparr@tfl.gov.uk</a>
Stephen Mayers / Tony Clarke	LIP Portal Support	Tel: 02030544994	<a href="mailto:bspsupport@tfl.gov.uk">bspsupport@tfl.gov.uk</a>

**Appendix 2: Post Comprehensive Spending Review-2010 (adjustment) TfL Letter  
4 November 2010.**

Highways Committee 9 February 2011.

Transportation Local Implementation Plan:

Transportation Capital Allocation 2011-2012.



Transport for London  
Surface Transport

Palestra  
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London, SE1 8NJ

Phone: 020 7222 5600  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

4 November 2010

Dear Colleague

## Local Implementation Plan Funding for 2011/12 to 2013/14

I wrote to you on 11 May 2010 to provide details of the indicative Local Implementation Plan (LIP) financial support to be made available (through section 159 of the GLA Act) for 2011/12, 2012/13 and 2013/14. This funding, which amounted to £150m per annum, was based on TfL's previous Business Plan settlement from the Department of Transport (DfT).

Due to the Spending Review 2010 (SR10) the overall support available to boroughs through the LIP process has been reduced to reflect the new profile of the General Grant TfL receives from DfT. This equates to an overall reduction in LIP funding of £4.0m (-3%) in 2011/12, £8m (-5%) in 2012/13 and £18m (-12%) in 2013/14. The Mayor advised the Chairman of London Councils on 3 November 2010 of the revised LIP settlement and the implications for programme budgets.

The purpose of this letter is to inform you of the principles that have been applied in prioritising the individual LIP programmes and budgets in the context of the overall reduction in funding. These are set out below:

- **Principal Road Maintenance:** The current proportion of the network that is classified in a 'good condition' is 95% (based on 2009/10 surveys). Even if the current levels of LIP investment in Principal Road Maintenance are sustained there is still forecast to be a year-on-year reduction in the proportion of the network that is in a good condition. For this reason, it is not intended to reduce the LIP budget for Principal Road Maintenance. *Note: the forecast does not take into consideration any additional borough investment in principal road renewal, which has been a factor in previous years (e.g. re-surfacing the carriageway as part of wider traffic management improvements).*

- Bridge Strengthening:** The method of prioritising spend for bridge strengthening has been developed with borough officers through the London Bridges Engineering Group (LoBEG). This uses a risk based prioritisation system that takes into account public safety, functionality and economic benefits. Based on the latest information from LoBEG, it is considered beneficial to change the profile of spend to enable priority schemes to be programmed over an optimal period (e.g. minimising works in specific areas during the Olympic period). Doing this will also mean that existing weight restrictions will not need to stay in place longer than necessary, thereby minimising traffic disruption and journey times. It is therefore intended to vary the LIP funding profile for bridge strengthening to £7.7m in 2010/11, £8m in 2011/12, £5.3m in 2012/13 and £6.5m in 2013/14. *It should be noted that future bridge assessments may identify further structures that are a high priority for strengthening post 2012/13, but this cannot be confirmed at the current time.*
- Traffic Signal Modernisation:** The LIP budget includes provision for the replacement of time-expired equipment at older signals sites on borough roads. The programme is based on the age of the infrastructure, with an optimal 18 year asset life cycle. Modernisation reduces the failure rate for signals, thereby improving reliability and reducing maintenance costs. Modernisation also enables the timings to be optimised, which reduces delays and provides journey time benefits. Due to a ‘baby-boom’ of traffic signals installed in the late 1990’s and early 2000’s, the level of funding required for modernisation of signals on borough roads increases from £7.8m in 2010/11, to £8.1m in 2011/12, £9.8m in 2012/13 and £10.0m in 2013/14. TfL continues to seek to identify ways to reduce these costs, through improved levels of network intelligence, performance and condition data, which could enable the life of the signal assets to be lengthened. It is proposed that any savings identified will be re-cycled into the LIP formula funding to ensure the total settlement is unchanged. In addition, where signals are approaching the end of their life, and where appropriate, TfL will consider the use of modernisation funds to assist with the removal of signals rather than pay for the replacement of the time expired equipment.
- Major Schemes:** The Major Schemes programme supports larger projects (of more than £1m in value) which meet the principles of the Mayor’s *Better Streets* agenda. Funding is awarded through a competitive bidding process. Examples of supported schemes, which are also *Better Streets* flagship projects, include Leicester Square, Sutton Town Centre, Herne Hill, Orpington Town Centre, Piccadilly Two-Way, Exhibition Road, Wimbledon Town Centre, Camden Town

(Britannia Junction) and Kingsland High Street. Within the previous LIP funding announcement, it was planned to increase the funding allocated to Major Schemes (from £24m in 2010/11 to £26m in 2011/12 to £28m in 2012/13 and 2013/14). Given the importance of this programme in delivering the Mayor's public realm agenda, it is proposed to support a slightly smaller increase in funding in 2012/13 and 2013/14 than was previously announced (to £26m in 2011/12 and then £27m in the following two years). This will enable all the current committed Major Schemes to be progressed, together with support for a limited number of new schemes.

- **Top-sliced funding:** Funding is 'top sliced' from the LIP settlement for the following activities:
  - **Borough discretionary budget:** Since 2009/10, £100k per annum (£3.3m in total) has been awarded to each borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act. The discretionary budget has proved very popular with the London boroughs and it is proposed to retain the discretionary funding at the current level.
  - **Partnerships:** The number of partnerships in receipt of LIP funding was reduced from 14 to 6 (five new sub-regional partnerships and one pan London partnership) following a review in 2009/10. These arrangements were agreed with the boroughs through consultation and endorsed by London Council's TEC. Given that LIP funding to partnerships is predominately for staffing, it is not considered appropriate to taper any reduction in financial assistance. For this reason the overall reduction in LIP funding for year three (2013/14) has been used as the basis for apportioning a 12% reduction in the level of funding available to partnerships each year. A three year commitment is proposed to enable partnerships to effectively plan their workload in line with the new LIP resources.
  - **Strategic Walks Network (SWN):** £1.5m funding was set aside for the SWN in 2011/12 to enable completion of the network. It is proposed this funding be reduced to £800k in 2011/12, which is sufficient to enable the physical completion of the network, with minimal expenditure on promotion and marketing.
  - **Other 'top sliced' funding:** £870k per annum was 'top sliced' for training and strategy development (£270k funding for road safety training, £500k for other training requirements and £100k for sub-regional strategy development). For training it is proposed this be

reduced to £300k to be focused on the Borough Apprenticeship Programme. No allocation is proposed for sub-regional strategy development, given the resources TfL already devotes to this work.

**Formula Funding:** Allocations for Corridors & Neighbourhoods and Smarter Travel to boroughs are determined through a funding formula that uses a number of metrics to establish 'need' on a consistent basis across the 33 London boroughs. The funding is provided to boroughs to deliver schemes that address key Mayoral objectives and reflect local priorities. Currently separate allocations are made for two programmes: corridors/neighbourhoods and smarter travel. This division of funding supports delivery of infrastructure improvements (e.g. bus stop accessibility & public realm improvements) and behavioural change activities (e.g. road safety education). However, in order to provide greater flexibility and local accountability, it is proposed to provide a single 'block grant' for formula funding, to be renamed 'Corridors, Neighbourhoods and Supporting Measures'.

### **Impact of the budget changes on LIP funding**

The consequences of the re-prioritisation of LIP funding for programme budgets and partnerships are shown in Appendix 1. Boroughs will note that due to the protection of certain budgets (e.g. Principal Road Maintenance), the changes in some other programmes are greater than the overall reduction in LIP funding. A borough-by-borough breakdown of how the LIP funding would be allocated for Corridors, Neighbourhoods and Supporting Measures is provided in Appendix 2.

In respect of the 2011/12 Annual Spending Submissions, TfL will aim to provide confirmation back to you on the acceptance of your proposals within the next few weeks. You do not need to resubmit your 2011/12 Annual Spending Submission in light of the changes to LIP funding. However, you will need to determine how to accommodate the c.4% reduction in funding for Corridors, Neighbourhoods and Supporting Measures based on your local transport priorities and alignment with the goals and outcomes of the Mayor's Transport Strategy.

The deadline of the 20 December 2010 for the submission of draft LIPs to TfL remains unchanged.

Yours sincerely

David Rowe  
**Head of Borough Projects & Programmes**



## Appendix 1: New LIP allocations 2011/12 to 2013/14

		Table 1: LIP funding by programme		
		2011/12	2012/13	2013/14
Top Sliced Funding	<b>Total</b>	146.00	142.00	132.00
	<b>Principal Road Maintenance</b>	15.30	15.50	15.50
	<b>Bridge Strengthening</b>	8.00	5.30	6.50
	<b>Major Schemes</b>	26.00	27.00	27.00
	<b>Signals Modernisation</b>	8.10	9.80	10.00
	Boroughs discretionary budget: 33 @ £100k	3.30	3.30	3.30
	Borough officer training	0.30	0.30	0.30
	Partnerships ( <i>see table 2 below</i> )	0.87	0.87	0.87
	Strategic Walking Network (SWN)	0.80	0.00	0.00
	<b>Corridors, Neighbourhoods and Supporting Measures</b>	83.33	79.93	68.53

		Table 2: LIP funding to partnerships		
		2011/12	2012/13	2013/14
<b>Total</b>		<b>0.87</b>	<b>0.87</b>	<b>0.87</b>
<b>South London sub-region</b>		0.15	0.15	0.15
<b>West London sub-region</b>		0.14	0.14	0.14
<b>North London sub-region</b>		0.12	0.12	0.12
<b>East London sub-region</b>		0.17	0.17	0.17
<b>Central London sub-region</b>		0.15	0.15	0.15
<b>LEPT</b>		0.14	0.14	0.14

**Appendix 2 - Details of new LIP formula funding allocations for all boroughs 2011/12 to 2013/14**

<b>Funding for Corridors, Neighbourhoods and Supporting Measures</b>			
<b><i>Borough</i></b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>
	£'000	£'000	£'000
<b>Barking and Dagenham</b>	<b>1,741</b>	<b>1,670</b>	<b>1,432</b>
<b>Barnet</b>	<b>3,888</b>	<b>3,729</b>	<b>3,197</b>
<b>Bexley</b>	<b>2,074</b>	<b>1,990</b>	<b>1,706</b>
<b>Brent</b>	<b>2,711</b>	<b>2,600</b>	<b>2,229</b>
<b>Bromley</b>	<b>2,949</b>	<b>2,829</b>	<b>2,425</b>
<b>Camden</b>	<b>2,522</b>	<b>2,419</b>	<b>2,074</b>
<b>City of London</b>	<b>867</b>	<b>832</b>	<b>713</b>
<b>Croydon</b>	<b>3,297</b>	<b>3,163</b>	<b>2,712</b>
<b>Ealing</b>	<b>3,417</b>	<b>3,278</b>	<b>2,810</b>
<b>Enfield</b>	<b>3,252</b>	<b>3,119</b>	<b>2,674</b>
<b>Greenwich</b>	<b>2,739</b>	<b>2,627</b>	<b>2,252</b>
<b>Hackney</b>	<b>2,343</b>	<b>2,247</b>	<b>1,927</b>
<b>Hammersmith and Fulham</b>	<b>2,072</b>	<b>1,988</b>	<b>1,704</b>
<b>Haringey</b>	<b>2,259</b>	<b>2,167</b>	<b>1,858</b>
<b>Harrow</b>	<b>1,749</b>	<b>1,678</b>	<b>1,438</b>
<b>Havering</b>	<b>2,588</b>	<b>2,483</b>	<b>2,129</b>
<b>Hillingdon</b>	<b>2,952</b>	<b>2,832</b>	<b>2,428</b>
<b>Hounslow</b>	<b>2,837</b>	<b>2,721</b>	<b>2,333</b>
<b>Islington</b>	<b>2,095</b>	<b>2,009</b>	<b>1,723</b>
<b>Kensington and Chelsea</b>	<b>2,038</b>	<b>1,955</b>	<b>1,676</b>
<b>Kingston</b>	<b>1,610</b>	<b>1,544</b>	<b>1,324</b>
<b>Lambeth</b>	<b>3,065</b>	<b>2,940</b>	<b>2,521</b>
<b>Lewisham</b>	<b>2,814</b>	<b>2,699</b>	<b>2,314</b>
<b>Merton</b>	<b>1,851</b>	<b>1,775</b>	<b>1,522</b>
<b>Newham</b>	<b>2,417</b>	<b>2,318</b>	<b>1,987</b>
<b>Redbridge</b>	<b>2,568</b>	<b>2,463</b>	<b>2,112</b>
<b>Richmond</b>	<b>2,023</b>	<b>1,941</b>	<b>1,664</b>
<b>Southwark</b>	<b>2,997</b>	<b>2,875</b>	<b>2,465</b>
<b>Sutton</b>	<b>1,613</b>	<b>1,547</b>	<b>1,327</b>
<b>Tower Hamlets</b>	<b>2,622</b>	<b>2,515</b>	<b>2,157</b>
<b>Waltham Forest</b>	<b>2,330</b>	<b>2,235</b>	<b>1,916</b>
<b>Wandsworth</b>	<b>2,962</b>	<b>2,841</b>	<b>2,436</b>
<b>Westminster</b>	<b>4,069</b>	<b>3,903</b>	<b>3,346</b>
<b>TOTAL</b>	<b>83,330</b>	<b>79,930</b>	<b>68,530</b>

**Appendix 3: TfL 2011-2014 Major Scheme Funding Notification Letter**

**16 December 2010.**

Highways Committee 9 February 2011.

Transportation Local Implementation Plan:

Transportation Capital Allocation 2011-2012 Report.



Mr Adrian Pigott.  
Acting Policy Manager  
Transportation Service  
Environment & Culture  
Brent Council  
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Transport for London  
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16<sup>th</sup> December 2010

Dear Adrian

## Local Implementation Plan (LIP) Funding - 2011/12

On 4 November 2010 I wrote to advise you of the consequences of the Spending Review 2010 (SR10) on the level of funding allocated to your authority (under section 159 of the 1999 GLA Act) to support LIP delivery for 2011/12.

The purpose of this letter is to confirm that the Corridors, Neighbourhoods, Smarter Travel and Principal Road Maintenance proposals submitted by your authority in October 2010 within your 2011/12 Annual Spending Submission are acceptable to TfL.

As indicated in my letter of 4 November, due to SR10 it will be necessary for you to determine how to accommodate the 4% reduction in formula funding in 2011/12 based on your local transport priorities and alignment with the goals and outcomes of the Mayor's Transport Strategy (*note: greater flexibility has been provided in the use of the formula funding from 2011/12 onwards enabling you to determine the level of resources devoted to corridor, neighbourhoods and smarter travel measures*). To do this you will need to enter your prioritised submissions onto the Borough Portal by 28 January 2011. Alternatively if you would like TfL to enter this data on your behalf, you will need to submit an updated Annual Spending Submission workbook to [BoroughProjectsandProgrammes@TfL.gov.uk](mailto:BoroughProjectsandProgrammes@TfL.gov.uk) by 14 January 2011. This will allow TfL to perform the tasks required to create the schemes on the Portal.

I can confirm that funding will also be provided to your borough for the Major Scheme as set out below.

Project	TfL Major Schemes allocation to your borough
---------	--



	2011/12	2012/13	2013/14
Northwick Park – Station Area	£190,000	-	-

In addition, funding is provisionally identified for your borough for the new Major Scheme as set out below, subject to the design being completed in 2011/12 and an approved and costed scheme being accepted by TfL.

Project	TfL Major Schemes allocation to your borough		
	2011/12	2012/13	2013/14
Harlesden Town Centre – Provisional allocation for Implementation	£0	£1,500,000	£1,500,000

The Major Scheme funding is allocated on the basis set out in Appendix 1. Myself, or one of my colleagues, will be in touch shortly to arrange a meeting with your officers to discuss the scheme(s) in more detail.

The London Bridges Engineering Group (LoBEG) is currently reviewing the pan-London bridge assessment and strengthening programme. Therefore any allocation on the Portal in respect of this programme should at the present time be considered provisional and will be confirmed in February 2011, following further consultation with LoBEG.

Please note that the section 159 funding to support LIP delivery is conditional on your proposals not contravening the current Mayor's priorities, and not involving the removal or change to infrastructure previously funded by TfL unless this is specifically agreed with TfL - see sections 4.18 – 4.20 of the 'Guidance on Developing the Second Local Implementation Plans'.

It is also important to note that there are considerable pressures on TfL budgets and it is therefore essential that effective consultation, engagement and communication takes place for any scheme that has an impact on TfL services or infrastructure. This includes proposals that impact on bus routes, stops and terminal points/stands. For such schemes it will be necessary for early discussions to take place between the borough and TfL to determine the acceptability of the proposals.

Further details of how the Boroughs' overall programme allocation figures were calculated using the agreed needs based formula, and details of the funding for partnerships and other boroughs, are available on the Boroughs Extranet via the link below:

[http://boroughs.tfl.gov.uk/documents/news/lip-funding-settlement\\_2011-12-letter.pdf](http://boroughs.tfl.gov.uk/documents/news/lip-funding-settlement_2011-12-letter.pdf)



Information regarding historic commitments is also found via this link. Please note that if you have any schemes which you have begun to implement using your 2010/11 LIP allocation and which you are not able to complete during the current financial year, it is assumed that the cost of scheme completion is included in your 2011/12 LIP submission. If this is not the case we will need to discuss this further, as your LIP allocation is fixed at the amount described above.

I hope you find the above information useful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Rowe'.

**David Rowe**  
**Head of Borough Projects & Programmes**



## Appendix 1

Major Scheme funding is allocated on the following basis;

- To ensure a high level of urban design, the project will be subject to TfL's Design Review process in line with the principles set out in *Better Streets*.
- For new projects, where the overall cost is greater than £1m the scheme will require a Business Case in accordance with TfL Business Case Development process
- That the governance arrangements, design programme, plan for delivery and the profile of the actual funds required for the design will be agreed with TfL.
- The scheme is taken forward in accordance with the requirements set out in TfL's Major Schemes guidance
- The borough undertakes an assessment of all funding opportunities that can contribute to the scheme which will include contributions from developers and other sources.
- Funding for implementation would be subject to an approved and costed design being accepted by all parties

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