



Highways Committee

Tuesday 17 July 2012 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
Jones
Long

alternates

Councillors:

Butt
Crane
Hirani
R Moher
Arnold

For further information contact: Anne Reid, Principal Democratic Services Officer
020 8937 1359, anne.reid@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
1 Declarations of personal and prejudicial interests	
Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.	
2 Minutes of the previous meeting	1 - 10
3 Matters arising (if any)	
4 Deputations (if any)	
5 Petitions	
Petitions have been received from residents on the following matters. Each petition contains signatures from at least 50 people who either live or work in the borough. Reports from officers are attached.	
a) Petition: parking controls outside Islamia School, Salusbury Road	11 - 18
This Report informs the Committee of a petition from some parents at Islamia Primary School 129 Salusbury Road, London, NW6 6PE regarding parking problems.	
Ward Affected: Queens Park	Contact Officer: Hossein Amir-Hosseini, Highways and Transportation Tel: 020 8937 5188 hossein.amirhosseini@brent.gov.uk
b) Petition: footpath in Regal Way rather than only the section between Preston Hill and Westward Way	19 - 26
This report informs members of the Highways Committee of a petition received from some of residents of Regal Way, Kenton regarding the poor condition of the pavements from Westward Way to Shaftesbury Avenue, following the programmed upgrade of Regal Way from Westward Way to Preston Hill. Petitioners would like the Council to upgrade the entire length of Regal Way, rather than only the section prioritised in the 2012/13 programme. The petition contains in excess of 50 signatures,	

and Committee is asked to consider the request and the response by the Head of Transportation.

Ward Affected: Kenton **Contact Officer:** Sandor Fazekas,
Highways and Transportation
Tel: 020 8937 5113
sandor.fazekas@brent.gov.uk

- c) Petition: parking restrictions and arrangements on Ealing Road 27 - 36

This report advises the committee of a petition received in relation to the hours of operation of the E Controlled Parking Zone (CPZ) and charges for “pay & display” parking. The petition has been signed by Traders in Ealing Road and local residents. This report outlines the background and officers’ response to the matter.

Ward Affected: Alperton **Contact Officer:** Hossein Amir-
Hosseini, Highways and Transportation
Tel: 020 8937 5188
hossein.amirhosseini@brent.gov.uk

- d) Petition: 20mph zone into the Harrowdene Road area 37 - 60

This report informs the Committee of a proposal to extend an existing 20mph zone to include the Harrowdene Road area. The proposed zone is bounded by East Lane, Harrowdene Road, and Harrow Road as shown in the consultation plan.

Ward Affected: Sudbury **Contact Officer:** Hossein Amir-
Hosseini, Highways and Transportation
Tel: 020 8937 5188
hossein.amirhosseini@brent.gov.uk

- 6 Recent success and future direction of cycling in Brent 61 - 100

This report presents what the Council has recently achieved in relation to cycling, what it is doing now, and what it proposes to do in the future. It also presents the steps Brent is taking to support the London-wide and local targets and provides information as to recent successes in reducing the level of cycling-related casualties on the borough's highways network.

Ward Affected: All Wards **Contact Officer:** Hossein Amir-
Hosseini, Highways and Transportation
Tel: 020 8937 5188
hossein.amirhosseini@brent.gov.uk

- 7 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.

8 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 11 October 2012.



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



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE

Tuesday 20 March 2012 at 7.00 pm

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

Also present: Councillors Chohan and HB Patel

1. Declarations of personal and prejudicial interests

None declared.

2. Minutes of the previous meeting

RESOLVED:-

that the minutes of the previous meeting held on 7 February 2012 be approved as an accurate record of the meeting.

3. Matters arising

Willesden Junction and Wembley Central station issues

In response to Councillor Long's request for an update, Tim Jackson, Head of Transportation reported that the re-scheduled meeting about Willesden Junction had taken place. He undertook to communicate the feedback from the meeting to all ward members as soon as he received it.

4. Deputations

None.

5. Petitions

The petition from Al-Sadiq and Al-Zahra School which requested the Council to remove what it considered an excessive number of Civil Enforcement Officers (CEOs) and the CCTV vehicle outside the schools stated as follows:

“We the undersigned petition the Council to remove the excessive number of traffic wardens and the CCTV enforcement vehicle found outside Al-Sadiq and Al-Zahra School.”

Ms Saba Samurai, a parent governor of Al-Sadiq school in addressing the Committee stated that the level of traffic enforcement was excessive. She continued that the number of traffic wardens (5) patrolling the school vicinity was intimidating and was viewed by the Islamic community as a form of racial discrimination. She added that the excessive number of wardens and the level of enforcement were unnecessary for a school where 50% of the parents were car sharing. She felt that the best approach was for the Council to speak to the school authorities initially about any concerns it had about parking before introducing the enforcement controls.

Abed Choudhary speaking on behalf of Islamic Human Rights Commission (IHRC) stated that as no other school within the borough had had that level of parking enforcement, Al-Sadiq and Al-Zahra schools in Chevening Road considered that the Council had over-reacted to the situation. He added that the behaviour of the traffic wardens was considered aggressive and inappropriate and urged the Council to relax the enforcement both at the start and end of the school day.

6. Petition enforcement wardens outside Al Sadiq and Al Zahra Schools in Chevening Road

David Thrale, Head of Service (Safer Streets) introduced the report that responded to the petition regarding parking enforcement deployed near to Al-Sadiq and Al-Zahra school in Chevening Road. In providing the background, he stated that enforcement around the school was increased in response to persistent complaints about non-compliance with parking controls. As a result of the concerns expressed in the petition, a meeting was held with the school to determine the practicable and useful way to address the problem.

Al-Sadiq and Al-Zahra schools (The Foundation) indicated a willingness to consider developing a travel plan for the schools which would effectively reduce the likelihood of pupil injury and reduce the environmental impact of school travel. The school-led initiative would be fully supported by the Council through the School Travel Officer with a future meeting to be convened to explore the plans in greater detail. He added that the development of a travel plan would provide a useful vehicle with which to improve the situation whilst recognising the Council's obligations and policies.

The Chair expressed concerns on behalf of the Committee about the speaker's allegation of racial discrimination and pointed out that the matter related to parking enforcement around the school which was a common problem in areas near to schools. He added that under those circumstances where parking was a problem, it was reasonable to expect some form of enforcement. The views expressed by the Chair were shared by Councillor Beswick. Councillor Powney added that officers should ensure that the Council's equality duty was adhered to in assisting

to develop the school-led travel plan. He also enquired as to when the Committee would receive a further report on the measures. In response, David Thrale stated that the matter would be reported to the Committee around September or October 2012.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the course of action taken by officers to support the school in its initiative to develop a travel plan be endorsed;
- (iii) that a further report on the production of a school travel plan incorporating the Council's equality duty be submitted to the Committee's meeting in September/October 2012.

7. Response to petition seeking the lifting of the special parking restrictions introduced each year within part of the KQ Controlled Parking Zone

The Committee considered a petition which called on the Council to lift parking restrictions for part of KQ controlled parking zone (CPZ) during the periods of Ramadan and Muhurram. The petition stated as follows:

"We the undersigned petition the Council to lift the special parking restrictions imposed around Imam Khoei Islamic Centre in order for those visiting to be able to park as they would otherwise during the year."

The petition was presented by Mustapha Field. He complained about the existing parking restrictions (8:30am to 6:30pm) which were extended twice a year during periods (Ramadan/Muharram) at the Mosque when there were high levels of visits to the Imam Khoei Islamic Foundation Centre. He continued that the extended hours were disproportionate and added that the levels of visits were not as high as for the Temple in Brentfield Road where there were no extended parking restrictions. Mustapha Field urged the Committee to reverse the extended controlled parking hours around Imam Khoei Islamic Centre in Chevening Road and within the KQ zone.

Tim Jackson, Head of Transportation introduced the report that responded to the petition. He advised members that the current arrangements were not necessarily "tuned" to the variation in visitors to the area that occurred during Ramadan and Muharram. There may be times during those events where the arrangements could be adjusted so as to better respond to the potential problem. He continued that the Foundation had been unable to provide data (on timings, visitor numbers, travel choices etc.) to enable officers to recommend changing the current arrangements. He recommended the setting up of a working party comprising officers, ward members, residents' representatives, the lead member and the representatives of the Foundation to examine the current arrangements with a view to identifying

opportunities to make changes that would satisfy all parties without compromising council policies or obligations.

Tim Jackson informed the Committee that if the working party were to identify changes that would improve the situation during the 2012 events these could be implemented and their impact monitored. If the opportunities for improvement could not be identified in time for 2012 (July 2012) the current arrangements would have to remain in place. He added that any arrangement identified would need to go through the normal process of advertising, consultation, the making of Traffic Orders and a further report for consideration of any recommendations before being implemented.

In welcoming the report, Councillor Powney reiterated the need for officers to adhere to the Council's equality duty.

RESOLVED:

- (i) that the contents of the petition and the response of officers be noted;
- (ii) that the Head of Transportation be instructed to review the operation of the current arrangements, in consultation with representatives of local residents, ward members, the lead member and the representatives of the Foundation in order to identify opportunities to adjust and improve the arrangements;
- (iii) that where opportunities to make improvements were identified then changes should be made, if practicable and subject to proper consultation and consideration of responses to that consultation, in time for the 2012 Ramadan and Muharram periods;
- (iv) that if opportunities for acceptable changes cannot be identified the current arrangements should continue in place, subject to the appropriate advertising and making of Traffic Orders etc.

8. Response to petition seeking introduction of specific traffic calming measures in Brooksville Avenue

The Committee received a petition from residents of the area via Vanessa Pilkington requesting the urgent introduction of specific traffic calming measures along Brooksville Avenue.

The petition stated as follows:

"I request that Brent Transportation Department install a central island at each end of Brooksville Avenue and take any other measures that will slow down traffic and reduce the risk of further accidents."

Ms Vanessa Pilkington in addressing the Committee stated that all surrounding and neighbouring streets had some form of traffic calming measures including speed bumps except Brooksville Avenue. As Brooksville Avenue was a wider road, it facilitated speeding. She referred to the road accident fatality that occurred there a year ago. She continued that the current situation posed a danger to pedestrians and in particular, school children as Brooksville Avenue was surrounded by six (6) schools. Ms Pilkington noted that the report recommended implementation of the traffic calming measures in Brooksville Avenue in 2014 but residents considered that to be too distant to prevent the danger of further accidents occurring in the meantime. She urged the Committee to bring forward the proposal for the introduction of traffic calming measures including speed bumps and traffic islands.

Hossein Amir-Hosseni, Team Leader (Design), in his introduction stated that the Council had been aware of the aspiration of the community for traffic calming within the area, via initially the Queens Park Area Residents Association (QPARA) and subsequently the lead petitioner. Regular correspondence had taken place on the issue and officers had attended several meetings to discuss the matter over the last 3 years since the adjoining 20mph zone to the north was completed. QPARA were also involved with that scheme.

He continued that it was the Council's policy to support the introduction of a 20mph speed limit on all residential roads where it was supported by the local community. However the high demand for it had required its rollout to be prioritised on a needs basis with the locations with the greatest issues being treated first. He clarified that the funding for this type of scheme was provided to Brent by Transport for London (TfL) via an annual Local Implementation Plan (LIP) bidding process with a programme of schemes outlined a number of years in advance. He added that within the annual LIP funding, there was sufficient funding to implement on average only two 20mph zone type projects per year.

Hossein Amir-Hosseni therefore proposed that the design and consultation of the Chevening Road area scheme, including Brooksville Avenue, should go ahead as currently programmed within the 2012/13 financial year with subsequent implementation within the 2013/14. He added that as part of the scheme traffic calming measures to reduce vehicular speeds including narrowing and introduction of a traffic island would be developed for Brooksville Avenue/Salusbury Road junction, and if viable both would be consulted on as options. He also added that options for measures at the Kingswood Avenue junction would also be developed and considered for progression. Residents would be invited to a meeting prior to consultation.

In response to questions, the Head of Transportation, Tim Jackson, advised that although the TfL funding arrangements restricted opportunities to bring the scheme forward if an opportunity to do so using an alternative funding regime became available it would be seized.

In welcoming the report and its recommendations, members emphasised that should an opportunity for funding be identified in advance, the implementation date for traffic calming measures in Brooksville Avenue be brought forward.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the course of action taken by officers in relation to the issue that the proposals would be incorporated into the plans for the Chevening Road area 20mph scheme which would be designed in 2012/13 with a view to implementation in 2013/14 be noted.

9. **Consultation on the possible introduction of a Controlled Parking Zone in association with the new Brent Civic Centre and other developments in Wembley**

Hossein Amir-Hosseini, Team Leader (Design), presented a report that outlined the results of consultation undertaken with residents and businesses in an area around the Civic Centre site, into the possible introduction of a Controlled Parking Zone (CPZ) into that area. He continued that the consultation demonstrated that there was no significant support for the introduction of a CPZ as 56% were not in favour of it. He added that in accordance with Council policy that where there was no majority support for it CPZ would not be introduced, the report recommended that the proposals should not be progressed further at this time.

Officers would however investigate the need for waiting restrictions within the area to ensure road safety at junctions in particular was not compromised and, where they were essential, implement the restrictions subject to the normal consultation arrangements being followed.

Mr Robert Dunwell speaking on behalf of Queensbury Area Residents Group of Association (QARA) spoke in support of the recommendations and urged members to accept them.

Councillor HB Patel also spoke in support of the recommendations not to proceed with the introduction of the CPZ proposals at this stage.

RESOLVED:

- (i) that the results of the consultation into the possible introduction of a CPZ be noted and the Head of Transportation be instructed not to progress proposals further at this time;
- (ii) that the Head of Transportation be instructed to investigate the need for additional waiting restrictions within the area to ensure that road safety was not compromised and, where those restrictions were essential, that they should be implemented subject to the normal consultation arrangements being followed.

10. **Report on progress of preparations for the management of traffic and parking in support of London 2012 Olympic events at Wembley Stadium and Arena**

Sandor Fazekas, Assistant Head of Highways and Civil Engineering introduced the report which provided an update on arrangements specifically for the management of traffic and parking during the games period for the events to be held at Wembley Stadium and Arena. He highlighted the significant impact that the games would have on Brent as Wembley Stadium and the Arena would be hosting events. He continued that aware of this, officers had been working closely with the London Organising Committee of the Olympic and Paralympic Games (LOCOG), the Olympic Delivery Authority (ODA), the Government Olympic Executive (GOE), the Greater London Authority (GLA) and Transport for London (TfL) on transport and parking arrangements for the games.

In reference to the report he identified the roads that had been designated as Olympic Route Network (ORN) to enable the 'Olympic family' (athletes, officials and support team to get around London with the minimum of delay. He added that the ORN would come into operation on the 25 July 2012. He continued that in addition to consultations that were taking place with local businesses and residents, there was a wealth of information on the TfL and the Council's website.

Mr Robert Dunwell in addressing the Committee sought assurances from the Committee that in future officers would submit detail cost of additional work involved to assist with monitoring.

RESOLVED:

- (i) that the progress on transportation and parking arrangements being made for the delivery of a successful Olympics in the Borough be noted;
- (ii) that officers be instructed to provide a further update to members on final arrangements for transportation and parking for the games at the future meeting of the Highways Committee.

11. **Consultation on Harlesden Town Centre scheme proposals**

John Dryden, Senior Traffic Engineer introduced the report that informed members of the results of the recent public consultation on the Harlesden Town Centre "Major Scheme". He advised the Committee that Transport for London's (major scheme) funding regime provided an opportunity for the Council to develop and implement schemes to improve the operation and appearance of town centres so as to support the vibrancy and vitality of those town centres. He continued that officers were currently working on a scheme for Harlesden Town Centre with the aim of securing up to £4 million to deliver the proposals which would support the development of a sustainable town centre.

John Dryden outlined the consultations and the responses received as set out in the report and drew members' attention to the close partnership arrangement between the Council and a local community group (the Harlesden Town Team 2010) that led to the publication of the 'Harlesden Town Charter – A Vision for Harlesden'. He then referred to the options available as set out in the report and recommended the adoption of option B.

Mr Ron Chambers in addressing the Committee referred to letters and drawings he had sent to members which requested the adoption of option A. He added that option A had the advantage in that it could be started straightaway. He also enquired as to what would happen if option B failed.

In relation to the shared space element within option B, Mr Tom Reid speaking on behalf of Brent Association for Disabled Persons highlighted the dangers faced by blind persons as a result of vehicular traffic movement, including bicycles. He also informed the committee that trees and bends also posed dangers to blind persons particularly when they were unable to discern the differences between clear roads and spaces.

Mr Paul David also opposed to the concept of shared spaces as visually impaired persons were unable to tell the difference between moving traffic and other objects. He enquired as to whether visually impaired persons were consulted via talking newspapers/newsletters, a common practice around the country.

Mr Leroy Simpson, Chairman of Harlesden Town Centre Team spoke in support of option B as set out in the report. He added that the level of consultation responses was above average and that the recommended option B reflected the views and preferences of the majority.

Anna Denneman of the Harlesden Town Centre Team stated that the initial concerns expressed in the consultation had been addressed by the Council. In endorsing option B, she added that it would provide a real opportunity to change Harlesden as a car dominated town centre.

In responding to some of the issues raised, John Dryden stated that BADP and other groups including those representing the visually impaired would continue to be consulted on the proposals. He continued that trees were useful in urban design and that street furniture would be located in clear and uncluttered areas to ensure that the problems raised concerning the visually impaired were addressed. He added that shared surface and spaces would reduce the dominance of cars in the town centre and coupled with traditional ways of crossing, would give more freedom to pedestrians. He advised the Committee that the Council had arrangements that sought to prevent any adverse impact on visually impaired persons. In response to a request from the local Methodist Church, he stated that exemptions would be made available for their weddings and funerals.

Councillor Beswick welcomed the proposals, a view also shared by Councillor Jones. Councillor Powney also welcomed the proposals but requested officers to re-visit the use of dog mess bins. The Chair emphasised that detailed proposals for

shared space had not been finalised as yet. Councillor Long moved an amendment to reflect concerns over disabled parking provision and the shared space element within option B. This was put to the vote and declared lost. In the ensuing vote on the substantive recommendations, Councillor Long asked that her dissent be recorded.

RESOLVED:

- (i) that the results of the recent consultation into options for the Harlesden Town Centre Project be noted and officers be instructed to proceed with option B, including recommendations identified within section 6.10 of the report, subject to confirmation of funding from Transport for London and completion of the necessary statutory consultation;
- (ii) that the Head of Transportation be authorised to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement option B;
- (iii) that a progress report be prepared and reported back to Committee during the autumn 2012 prior to commencement of the works on site.

12. Any Other Urgent Business

None.

13. Date of Next Meeting

The date of next meeting will be confirmed after the Annual meeting of the Council on 16 May 2012.

The meeting closed at 9.30 pm

J MOHER
Chair

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	<p style="text-align: center;">Highways Committee 17 July 2012</p> <p style="text-align: center;">Report from the Director of Environment and Neighbourhood Services</p>
<p style="text-align: right;">Wards Affected: Queens Park</p>	
<p>Response to petition regarding parking problems at Islamia School</p>	

1.0 Summary

- 1.1 This Report informs the Committee of a petition from some parents at Islamia Primary School 129 Salusbury Road, London, NW6 6PE regarding parking problems.

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.
- 2.3 That the Committee decides whether, having given consideration to the petition and the action taken by officers, to instruct the Head of Transportation or the Head of Safer Streets to take a different course of action.

3.0 The petition

- 3.1 The petition requests help in purchasing a school bus and for a time allowance (to park in residents parking bays) for parents to pick up their children outside Islamia school. The petition has been verified in accordance with Standing Orders.
- 3.2 The full wording of the petition dated 20 April 2011 (received 27 April 2012) is:

"Please find attached with this letter a petition signed by parents of Islamia Primary School. This petition has been signed by parents who are extremely unhappy regarding the parking problems outside the school.

For the past few weeks traffic wardens have been continuously patrolling the area when it's time for parents to pick up their kids, there are only limited pay and display

bays, that are always full, and therefore parents have no choice but to park on side roads in the residents bays.

All the parents are frustrated regarding this situation as nobody wants to be there longer than is necessary, all they want to do is pick up their child/ren and leave but currently there seems to be no understanding at all from the Council regarding this situation.

We are currently trying to establish with parents the possibility of car sharing and are also looking into if a school bus is a feasible option, can you let us know if there is any help or grants available for purchasing a school bus. Also every Wednesday morning we have a walking school bus, where parents drop their children at a meeting point and are walked to school. In the meantime the traffic wardens need to give a time allowance for parents to pick up their children and leave or maybe parents can be issued with a blue badge or sticker that they can display while they pick up their children so the traffic warden is aware that a parent is gone to collect their child/ren.

We are aware that the local residents get annoyed with parents parking, but in this area there are three schools close to each other and therefore at school times there will be parking issues but other times parking is not a problem.

We look forward to your response regarding this matter as soon as possible.

Yours faithfully

*Mrs Nur Enver
PSA Chairperson
Islamia Primary School"*

The petition has 51 signatures.

4.0 Detail

- 4.1 The safety of children in the vicinity of schools is a key feature of the wider transport strategy. School entrances can sometimes be chaotic locations for traffic and parking at the start and end of each school day; afternoons are usually problematic than mornings as parents park and visit after school as opposed to dropping off children.

Policy

- 4.2 The Council's Road Danger Reduction Charter includes a commitment to ...

Pursue a transport strategy for sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased. Parking restraint measures, together with other initiatives, including car clubs, travel plans for workplaces and schools, will assist in the management of finite parking space, facilitate more efficient operation of public transport and reduce the amount and perception of danger for people on foot or cycle.

- 4.3 The Council's Parking Objectives includes commitment to ...

Ensuring that the management of parking around schools is influenced and supported by school travel plans that also foster more walking and cycling; and respond to the reasonable concerns of schools that are negatively affected by parking activity;

and

Ensuring that parking management supports road danger reduction initiatives (especially for pedestrians, cyclists and other vulnerable road users), including Safer Routes to School initiatives¹ and emergency access requirements;

- 4.4 The Council's Parking Enforcement Policy Enforcement Objectives includes commitments to:

Ensure an effective, transparent, consistent and fair enforcement operation is maintained to maximise compliance with the Borough's parking regulations;

and

Ensure that enforcement activities include targeted enforcement in the vicinity of schools to reduce the level of illegal, dangerous and anti-social parking activity

- 4.5 The detail of the Parking Enforcement Policy states:

Parking outside schools, especially at the beginning and at the end of each school day, can create road safety problems and difficulties for other road users. Parking Wardens therefore visit these areas to enforce parking restrictions during school terms on a minimum frequency basis. This is designed to stop illegal parking in restricted areas such as the zigzag marked areas immediately outside school entrances and pedestrian crossings, which have been introduced to improve child safety. This activity is undertaken in close liaison with school head teachers and the Police.

The introduction of a mobile CCTV enforcement system will be introduced when resources permit to enforce parking regulations and deal with persistently un-cooperative parents and resolve conflicts between wardens and drivers.

Local transport and parking options

- 4.6 The Islamia Primary school is a mixed sex nursery and primary faith school to around 390 pupils and 65 staff at 129 Salusbury Road. It is located within a site on Salusbury Road, near the junction of Winchester Road in Queens Park ward.
- 4.7 The school has no on-site parking, limited bike storage and no showering, changing or lockers for staff or children. There has been no pupil cycle training since 2010.

¹ Since succeeded by School Travel Plan initiatives.

- 4.8 The pedestrian entrance to the school in Salusbury Road has a range of close-by parking restrictions, including a number of pay and display bays, a bus stop, zig-zag lines (at the approach to a pedestrian 'zebra crossing' and yellow lines. In the centre of the carriageway on Salusbury Road there is also a traffic island which helps to facilitate pedestrian crossing. There are no School Keep Clear markings on this part of the carriageway.



Figure 1 - Salusbury Road outside Islamia School

- 4.9 The April 2012 pupil survey for this school indicates pupil travel:
- | | |
|-----|--------------|
| 48% | car |
| 13% | car share |
| 15% | walk |
| 10% | bus |
| 9% | train |
| 4% | park & walk. |
| 1% | cycle |
- 4.10 The school currently brings a period of high parking demand; which is exacerbated by a number of other schools in close proximity. However, the additional parking and traffic demand supports the requirement for the Council to supply adequate parking and traffic compliance measures.
- 4.11 The Council have supplied a number of excellent visitor parking options nearby, including:
- pay and display parking bays outside the school;
 - the pay and display public car park in Salusbury Road which is only 0.4 miles from the school.

4.12 Local transport links are very good:

- Queens Park London Underground station is next to the public car park;
- Brondesbury Park station 5 minutes' walk away;
- the closest bus stops to the site are the 206 bus stop directly outside, and the 98 375m away.

Enforcement

4.13 Routine enforcement visits to schools are carried out on a rota basis so that schools are visited approximately once a month. This would comprise one CEO visit and one CCTV visit. Such enforcement visits are usually carried out between 8.30am and 9.30am and again between 2.30pm and 3.30pm in line with the school-run.

4.14 Where significant non-compliance is identified enforcement is incrementally increased with the objective of attaining a higher proportion of compliance.

4.15 In this stretch of Salusbury Road during the period 01/04/2011 and 31/03/2012 a total of 909 Penalty Charge Notices (PCNs) were issued.

4.16 Of the 507 PCNs issued by Civil Enforcement Officers:

- 56% were for parking in a pay & display space without making any payment;
- 24% were for parking in a pay & display space after the paid-for time had expired;
- 13% were for parking on a yellow line, and;
- 7% were other matters.

Thus 80% of tickets issued were for parking in a valid location (pay and display bay) but either not paying for all the stay or not paying at all. In fact almost 6 in every 10 tickets were for not paying at all.

4.17 Of the 402 PCNs issued by Mobile CCTV:

- 86% were for parking on yellow lines that also do not allow waiting or loading;
- 11% were for parking on the pavement; and
- 3% for other matters.

4.18 It should be noted that different enforcement methods are effective for different matters. For example, in practice unpaid pay and display parking can only currently be detected by foot-based CEO patrols, whereas school yellow line parking detection, which is often frustrated by drive-aways when CEOs are seen, are more successfully enforced by CCTV vehicle.

4.19 The above statistical data is supported by assessment visits to the school that took place on 1 & 18 June 2012. Observations on Salusbury Road and Winchester Avenue included:

- numerous parking parents arriving very early from 14.00hrs;
- yellow line parking (single and double) by parents;

- yellow line parking whilst asleep in vehicle;
- parent car parking in motorcycle bays;
- parent car parking in resident only bays;
- parent parking in car-club bays.

The evidence points to a high degree of inconsiderate or unpaid parking by parent cars, even in places reserved for other vehicles or community members.

- 4.20 On one of the two days that the Client Officer observed events, two foot CEOs were in attendance. Neither issued a single ticket, and both were seen throughout the entire time, asking parents not to park on zig-zags or double yellow lines. At the time of both monitoring visits, there was a high degree of problem parking, or parking without payment

Non-enforcement options

- 4.21 Islamia Primary School has recently completed their school travel plan and is likely to receive Transport for London's bronze accreditation. This includes an action plan to:
- reduce car usage by 5%;
 - increase the number of pupils that 'walk once a week';
 - encourage parents to 'park & stride'.
- 4.22 There appear to be some local private parking facilities that are under-utilised at school closing time. Perhaps there is scope for the school or parents to negotiate use of those privately owned parking spaces.
- 4.23 The schools travel plan identifies parent parking as being an issue and suggests "*a dedicated traffic person*" to improve matters. It is unclear if this means a member of school staff or a Council Civil Enforcement presence. (The travel plan for the nearby Islamia Girls school suggests the need for "*involving the assistance of the parking authorities and traffic wardens in discouraging parents*"). The plan also anticipates a reduction in car travel on account of the introduction of a local catchment area in 2010.
- 4.24 An update of the travel plan is planned for July 2013.

5.0 Summary

- 5.1 There is substantial parking non-compliance and non-payment by parents during school dispersal times, and this is a cause of frustration for the school and local residents, with the latter being acknowledged in the petition.
- 5.2 There are extensive local options for public transport and a range of options for parking, especially if parents are willing to walk 5 minutes or so. There are also further options for seeking further private parking arrangements with local land owners.
- 5.3 The school has made reasonable progress with travel planning in the last two years. However, there are many initiatives that could be further explored or implemented, such as five day a week 'walking buses', or better training of and facilities for pupil

cycling. Perhaps a school staff presence outside the school could deter inappropriate parent parking, and perhaps help the school to understand which parents are persistently problem parking.

- 5.4 Routine assessment of parking compliance for all schools commenced in June 2012 and it is intended that this data, together with data on progress made by schools in travel planning, will better inform the relative level of planned enforcement for each school from late 2012.

6.0 Financial Implications

- 6.1 There are no financial implications arising from this report and its recommendations at this time.

7.0 Legal Implications

- 7.1 There are no legal implications arising from this report and its recommendations at this time.

8.0 Diversity Implications

- 8.1 The Council's parking control policies and the designation of certain areas are already decided by the Council by reference to a number of factors which are highlighted in this report. When deciding on parking restrictions consideration is given to the impact of such arrangements upon those who the policy affects, including visitors and residents.
- 8.2 The parking restrictions are neutrally applied in that they apply to everyone in the same way. It would appear from the petition that the parking restrictions and enforcement thereof near the School have a particular impact upon those of the Muslim faith group whose children attend that school at limited times of the day when parents drop and collect the children from the school.
- 8.3 However, there are a wide range of mitigating factors namely the availability of spaces for parking on the road, other parking options close by, and public transport options. There are also other school schemes which facilitate alternatives to car use as a mode of travel. So far as there remains any impact the arrangements are justified having regard to countervailing factors such as child safety, traffic control and the interests of other residents.

9.0 Staffing/Accommodation Implications (if appropriate)

- 9.1 There are no additional staffing implications. As outlined above, Civil Enforcement Officers are employed to patrol schools as part of their normal enforcement duties.

Background Papers


- Parent petition May 2012
- Islamia Primary School Travel Plan 2011

Contact officer:

David Thrale
Head of Safer Streets
Tel 020 8937 5454
Email david.thrale@brent.gov.uk

David McKibbin
Head of Transportation
Tel 020 8937 5454
Email david.mckibbin@brent.gov.uk

Sue Harper
Director of Environment and Neighbourhood Services

	<p style="text-align: center;">Highways Committee 17 July 2012</p> <p style="text-align: center;">Report from the Interim Head of Transportation</p>
For Action	Wards Affected: Kenton
<p>Petition for the renewal of the whole of the footpath in Regal Way in the 2012/13 Highways Major Works Programme.</p>	

1.0 Summary

- 1.1 This report informs members of the Highways Committee of a petition received from some of residents of Regal Way, Kenton regarding the poor condition of the pavements from Westward Way to Shaftesbury Avenue, following the programmed upgrade of Regal Way from Westward Way to Preston Hill.
- 1.2 Petitioners would like the Council to upgrade the entire length of Regal Way, rather than only the section prioritised in the 2012/13 programme.
- 1.3 The petition contains in excess of 50 signatures, and Committee is asked to consider the request and the response by the Head of Transportation.

2.0 Recommendations

- 2.1 That members of Highways Committee note the content of the petition.
- 2.2 That members note that the Highways Major Works Programme was approved at the Executive meeting of 23 April 2012.
- 2.3 That members note the methodology used to determine which streets are prioritised, and the reason why the whole of Regal Way was not included.
- 2.4 That members agree the decision by the Interim Head of Transportation not to include the whole of the footway in Regal Way in this year's highways programme.

Highways Committee 17 th July 2012	Version No 4.0 26 June 2012
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2.5 That members note that the condition of the section of footway in Regal Way from Westward Way to Shaftesbury Avenue will be included in the next annual condition survey, for consideration of inclusion in a future programme.

2.6 That members note that the Council will continue to maintain this footway in a safe condition, in accordance with the Councils intervention levels.

3.0 Detail

3.1 A letter was received from Councillor Colwill on 21st May 2012, enclosing a petition signed by 61 residents of Regal Way. See appendix 1.

3.2 The petition stated the following: - "Regal Way runs from Preston Hill to Shaftesbury Avenue BUT resurfacing is being done from Preston Hill to Westward Way only. We feel this is unfair to the residents of Regal Way living between Westward Way to Shaftesbury Avenue. We would like the Council to resurface the whole of the Regal Way footpath."

3.3 Following receipt of the petition a safety inspection was carried out by the area maintenance engineer, several localised footway defects were noted that reach the Council's intervention level for repair (a minimum 25mm trip hazard for this category on the footway). These defects have been programmed for repair.

3.4 The report approved by Executive on 23 April 2012, titled Highway Major Works Programme 2012/2013 agreed the capital budget allocation of £2,920k and listed the schemes prioritised and explained the methodology used. The budget allocation for the major renewal of footways in the borough was £1120k, and the estimated cost of the Regal Way footway upgrade scheme is £147k.

3.5 Streets are prioritised on the basis of data provided by specialist independent condition survey carried out each year.

3.6 Carriageways and footways that require structural maintenance are recorded over the course of the year for inclusion in the annual condition survey. Streets that are included in the survey are those that have been identified by;

- Engineering staff (undertaking responsive and routine inspections),
- Councillors (including the results from the annual questionnaire),
- Members of the public (subject to verification by engineering staff),
- Accident investigations.

3.7 All streets identified for inclusion in the annual condition survey are subject to a Course Visual Inspection (CVI) in accordance with the United Kingdom Pavement Management System (UKPMS) visual survey manual. This company undertake similar surveys for Transport

for London (TfL) and other Local Authorities. Principal roads are surveyed and are prioritised by TfL as part of their London wide survey.

- 3.8 The survey results list all the footways and carriageways in order of priority based on a defectiveness rating. Senior engineering staff then carry out a final survey of the prioritised streets that could be included within the budget provision, and then decide on the most economical and suitable engineering solution.
- 3.9 Accident claim records are also used to identify 'hot spots'. Higher risk areas are generally footways where there is a high pedestrian usage e.g. town centres, shopping areas, local amenities, (schools, libraries, sports and leisure centres). According to our records in the last 10 years there has been 1 claim against the Council for a trip on the footway in Regal Way, on this occasion the claimant was not successful.
- 3.10 Each scheme is prioritised using a weighting factor which takes into consideration its structural condition, safety implications, proximity to local amenities, pedestrians and vehicular usage, and high routine maintenance costs due to repetitive damage.
- 3.11 From the results of our last condition survey carried out in November 2011 the section of Regal Way from Westward Way to Preston Road (432m length) received an overall deficiency score (av.37.75) sufficient for it to be included in this year's programme. The defectiveness score for the section of Regal Way from Westward Way to Shaftsbury Avenue (490m length) returned a significantly lower score (av.23.35) and was therefore not included as other footways in the borough returned higher scores.
- 3.12 Therefore, the budget allocation of £147k only includes the section prioritised and there is no budget available to upgrade the pavement in the whole street.
- 3.13 To optimise resources and target the streets in most need, it is usual practice not to upgrade the whole of the footway or carriageway in longer streets in consideration of condition and cost.
- 3.14 Although the level of capital funding has been maintained this year (and is set to increase next year), the Council can only prioritise and renew approximately 12 footways and 40 carriageways each year throughout the borough, so there will be some streets that we recognise are in poor condition that will need to be considered in a future programme.
- 3.15 Over the course of the year various short sections of footway sites throughout the borough that need strengthening due to on-going maintenance costs are identified by engineering staff and upgraded. However, there is only a small percentage of the highways budget available for this work circa £100k.

- 3.16 The general condition of the footway has been noted, and the section of Regal Way from Westward Way to Shaftesbury Avenue will be included in the next condition survey this year.
- 3.17 Subject to its condition compared to other streets in the borough and funding availability, if prioritised, this section of Regal Way will be included in a future major works programme.

4.0 Financial Implications

- 4.1 There are no financial implications arising from this report. The cost of responsive maintenance will be funded by the 2012/13 revenue budget for highway maintenance works.

5.0 Legal Implications

- 5.1 The Highways Act 1980 places a duty on the council to maintain the public highway under section 41. Breach of this duty can render the council liable to pay compensation if anyone is injured as a result of failure to maintain it. There is also a general power under section 62 to improve highways. The Council's duty however is limited to maintaining this footway to a safe and satisfactory standard for the purposes of ordinary pedestrian usage but not further or otherwise.

6.0 Diversity Implications

This report has been screened by officers who have assessed that there are no specific diversity implications arising from this report.

7.0 Staffing/Accommodation Implications (if appropriate)

- 7.1 There are no staffing or accommodation implications arising from this report.

8.0 Environmental Implications

- 8.1 There are no environmental implications arising from this report.

Background Papers

Appendix 1; Letter from Councillor Colwill and petition from the residents Regal Way received on 21st May 2012.

Contact Officers

Any person wishing to inspect the above papers should contact:

Sandor Fazekas

Highways Committee 17 th July 2012	Version No 4.0 26 June 2012
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Assistant Head – Highways and Civil Engineering
Transportation
Ext.5113

David McKibbin
Interim Head of Transportation
Ext.4970

Cllr Reg Colwill
Conservative Councillor



Room 214
Brent Town Hall
Forty Lane
Wembley
Middlesex HA9 9HD

TEL: 020 8937 1111
FAX: 020 8937 1112
EMAIL: cllr.reg.colwill@brent.gov.uk
WEBSITE: www.brent.gov.uk

21 May 2012

Sandor Fazekas
Head of Highways
Brent Council
Brent House
349-357 High Road
Wembley
HA9 6BZ



Dear Sandor,

Re: Regal Way Footpath Re-surfacing

I write with reference to your recent letter informing me that the footpath in Regal Way was going to be updated. I was extremely pleased at this news as I have been working hard to ensure this happens for many years.

However, I was dismayed to note that only a part of the footpath is actually going to be re-surfaced in the area from Preston Hill to Westward Way. I have spoken to residents about this and many are rightly furious that only a partial segment of the road will be resurfaced when clearly it is the whole length of the pavement that is in urgent need of attention.

I enclose a copy of a petition that has been signed by many Regal Way residents calling on the Council to resurface the whole of the footpath of Regal Way in its entirety for you to action.

I simply cannot understand why the Council has chosen to only resurface a part of the footpath and I would be grateful if you could please reconsider this decision and ensure that the entire pathway in this road is resurfaced.

I look forward to hearing from you.

Yours sincerely

Cllr Reg Colwill
Deputy Leader of the Conservative Group

FAO: Cllr. Reg. Cllr.


FOOTPATH RESURFACING IN REGAL WAY.

Regal Way runs from Preston Hill to Shaftesbury Avenue BUT resurfacing is being done from Preston Hill to Westward Way only. We feel this is unfair to the residence of the Regal Way living between Westward Way to Shaftesbury Avenue.

We would like council to resurface the whole of the Regal Way footpath.

House No.	Full Name	Signature	Date
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	<p style="text-align: center;">Highways Committee 17 July 2012</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For decision	Wards Affected: Wembley Central
<p style="text-align: center;">Petition requesting changes to the parking restriction times of E Controlled Parking Zone (CPZ) in the Ealing Road area</p>	

1.0 Summary

- 1.1 This report advises the committee of a petition received in relation to the hours of operation of the E Controlled Parking Zone (CPZ) and charges for “pay & display” parking. The petition has been signed by Traders in Ealing 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 E CPZ operational hours when compiling the 2013/14 CPZ works programme for 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 Traders in Ealing Road, Wembley HA0 and local residents requesting that the Council re-consider the parking restriction

times in zone E CPZ. It also raises concerns about the level of pay & display charges in the Borough. The petition is reported to Democratic Services on 14th May 2012 in accordance with Standing Orders. The petition has 439 pages containing 5381 signatures and reads:

Petition – Objection to the parking restrictions imposed by Brent Council in and around Ealing Road Area

- 1. MORE FREE PARKING TO BE MADE AVAILABLE**
- 2. REDUCTION OF PARKING CHARGES**
- 3. PARKING RESTRICTIONS TO APPLY ONLY TILL 6.30PM**
- 4. PARKING FEES TO BE REDUCED**
- 5. EVENT DAY PARKING RESTRICTIONS TO APPLY ONLY TILL EVENT IS IN PROGRESS**

3.2 A copy of the petition is attached in Appendix A

3.3 A copy of the response sent to lead petitioner Mrs Linda Parmar is attached in Appendix B

4.0 Background

4.1 The Ealing Road Controlled Parking Zone E (CPZ) was implemented in September 1999 after an extensive consultation with residents and Traders. The attached plan Appendix C shows the extent of the existing CPZ, which was approved by Brent Council's Transportation sub-committee.

The E CPZ operates Monday to Sunday between 8am to 9pm and 8am to Midnight during events at the Stadium. The E CPZ also operates during Bank Holidays.

The CPZ was implemented to address the parking problems faced by local residents from visitors to Ealing Road shopping area for the following reasons:

- to protect residents from commuter/shopper/employee parking
- to discourage long stay non-residential parking
- to increase opportunity for short stay parking for shoppers at appropriate areas
- to make provisions for business/commercial parking
- to create loading facilities for the businesses in Ealing Road
- to create parking facilities for disabled drivers visiting the shopping area in Ealing Road
- to encourage a mode shift from car usage to other modes such as public transport, cycling and walking.
- to improve the flow of traffic through Ealing Road and reduce congestion and therefore improve safety for all road users.

4.2 The report explains that there is insufficient evidence at this time to conclude that reduction of operational hours will help the residents living around the Ealing Road shopping area. This scheme was primarily implemented to protect the residents from visitors parking in residential streets located around the Ealing Road.

- 4.3 This report also explains that the rationale in introducing emission based parking charges which were introduced on 1st April 2011 after an approval by the Executive Committee. The report can also be accessed on the following link:

<http://www.brent.gov.uk/campaigns.nsf/pages/lbb-25>

5.0 Response to the Petition

- 5.1 Officers appreciate the impact that the current parking arrangements in Ealing 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 Ealing Road.
- 5.3 The current parking controls are working well for the majority of residents and have done so for a number of years. In recent years, officers have received telephone calls and emails from residents of E CPZ seeking a reduction in operation times to those that apply in the neighbouring C 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 E CPZ.
- 5.4 Officers are of the view that it would be inappropriate to consult businesses and residents of Ealing Road (about operational hours) in isolation from a wider review of E 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 & around Ealing 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 Ealing Road – opening up the prospect of confusion for motorists (particularly visitors) and operational difficulties. It would also set a precedent. Officers would not recommend that approach.
- 5.6 Committee will be aware that there is no further funding allocated for implementing new or reviewing the existing CPZ's in the borough for this financial year and beyond.

- 5.7 In regard to petitioners concerns about pay & display charges Committee will be aware that there is a policy of applying a single scale of charges for pay & display parking. Officers appreciate the impact that the current parking charges in Ealing Road have on visitors seeking to park there on-street.

Committee will also be aware that on-street charges were reviewed last year and implemented on 1st April 2011. The 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.

Recognition of the charges made by other Boroughs with broadly similar parking conditions and practices would have been a part of the decision process.

Accordingly, officers believe that the views of the petitioners, in relation to pay & display charges, should be noted but that no further action should be taken.

6.0 Financial Implications

- 6.1 There will be financial implications if CPZ operational hours are reduced. The following figure shows an estimated loss of revenue:

Total Income in E-Zone	£359,389
%-age taken after 18.30	16.4%
Estimated loss of revenue	£58,940

- 6.2 Any change to operating hours that leads to a loss in revenue will have to be met by Environment and Neighbourhood Services Department.

7.0 Legal Implications

- 7.1 There are no legal implications

8.0 Diversity Implications

- 8.1 The Council has in place parking restrictions in various areas of the borough. The matters raised by the petitioners focus on concerns regarding increased parking charges and a reduction in operational times of the existing CPZ zone E. There are no apparent equalities issues arising from the matters raised and recommendations by officers do not suggest a variation of the current policy.

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 14th May 2012

Contact Officers

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

David McKibbin, Head of Transportation. Tel: 020 8937 4970

Appendix A – Ealing Road Petition

Ealing Road Parking

FROM: Linda Parmar

TO: Butt, Cllr, Muhammed Sheth, Cllr Krupa *copies*

525

Page 1 of 1

Hide Details

Thursday, 3 May 2012, 20:18

3rd May 2012 ☺

Ealing Road
Wembley
Middlesex

Attention Democratic Services Brent Town Hall

Dear Mr Kattang

I wish to submit the petition papers collected in response to an appeal against the outrageous car parking fees of £6 for 2 hours and the discrimination parking restrictions on Ealing Road ie; 7days a week from 8am to 9pm.

At a meeting held at the above address with Cllr Sheth, Cllr Butt, Neil McClellan Head of highways, Amid and Gudav We discussed the many problems the parking restrictions on Ealing Road has caused to both businesses and residence.

I am hoping that by presenting this petition you will see just how angry people are with the present situation and I would welcome the opportunity to discuss the matter further ASAP.

Businesses are suffering dreadfully and I know many are wondering just how long Ealing Road traders can survive.

Ealing Road was once a place where people would come with their families to shop and eat, NO LONGER the road has been in a decline for some time now instead of attracting nice families it now attracts gangs, street drinkers, drugs and homeless people..

People do not come to the area they say it is a nightmare to park and it looks so run down the parking prices are higher than West End and there is no where to park. So they go else where, there are many points which were discussed at the meeting on the 30th April 2012 with the above Brent town hall representatives. I do hope the contents of the meeting has been discussed further with the appropriate people.

I welcome the opportunity to have a further meeting in the meanwhile the petition continues and further action will be taken but hopefully the situation can be resolved amicably

I have been advised that this is the first stage ie the presentation of the petition papers. I look forward to hearing from you with a view to a way forward to this very grave situations

Yours Faithfully
Linda Parmar

(16)

PETITION

(1)

OBJECTION TO THE PARKING RESTRICTIONS IMPOSED BY BRENT COUNCIL IN AND AROUND EALING ROAD AREA.

1. MORE FREE PARKING TO BE MADE AVAILABLE
2. REDUCTION OF PARKING CHARGES
3. PARKING RESTRICTIONS TO APPLY ONLY TILL 6.30pm
4. PARKING FEES TO BE REDUCED
5. EVENT DAY PARKING RESTRICTIONS TO APPLY ONLY TILL EVENT IS IN PROGRESS.

NAME

ADDRESS

SIGNATURE

Appendix B

Room 105

Brent Town Hall

Forty Lane
Wembley HA9 9HD

TEL: 020 8937 1354

FAX: 020 8937 1373

EMAIL: joe.kwateng@brent.gov.uk

WEB: www.brent.gov.uk

Ref: C/petitions/525/JK

14 May 2012

Mrs Linda Parmar





Dear Mrs Parmar

Petition against car parking fees and parking restrictions on Ealing Road

I acknowledge receipt of a petition which you delivered today, 14 May 2012, to Brent Council on behalf of the traders of Ealing Road against the car parking fees and the parking restrictions on Ealing Road.

According to the Council's Constitution, a petition must contain the names, addresses and signatures of at least fifty valid signatures in order for it to be considered by the relevant committee. I am writing to confirm that your 439 page petition which you claim to contain 5,381 signatures has met this threshold, although it is noted that most of the signatories live outside of the borough of Brent.

I have referred the petition to the Head of Transportation Unit for consideration and I will ensure you are kept informed of the progress of the petition. In addition, the petition will be reported to the Chairs of the Council's Overview and Scrutiny Committees in order that they are made aware of the traders' views on this issue.

In the meantime, if you have any questions about this, please contact me.

Yours sincerely

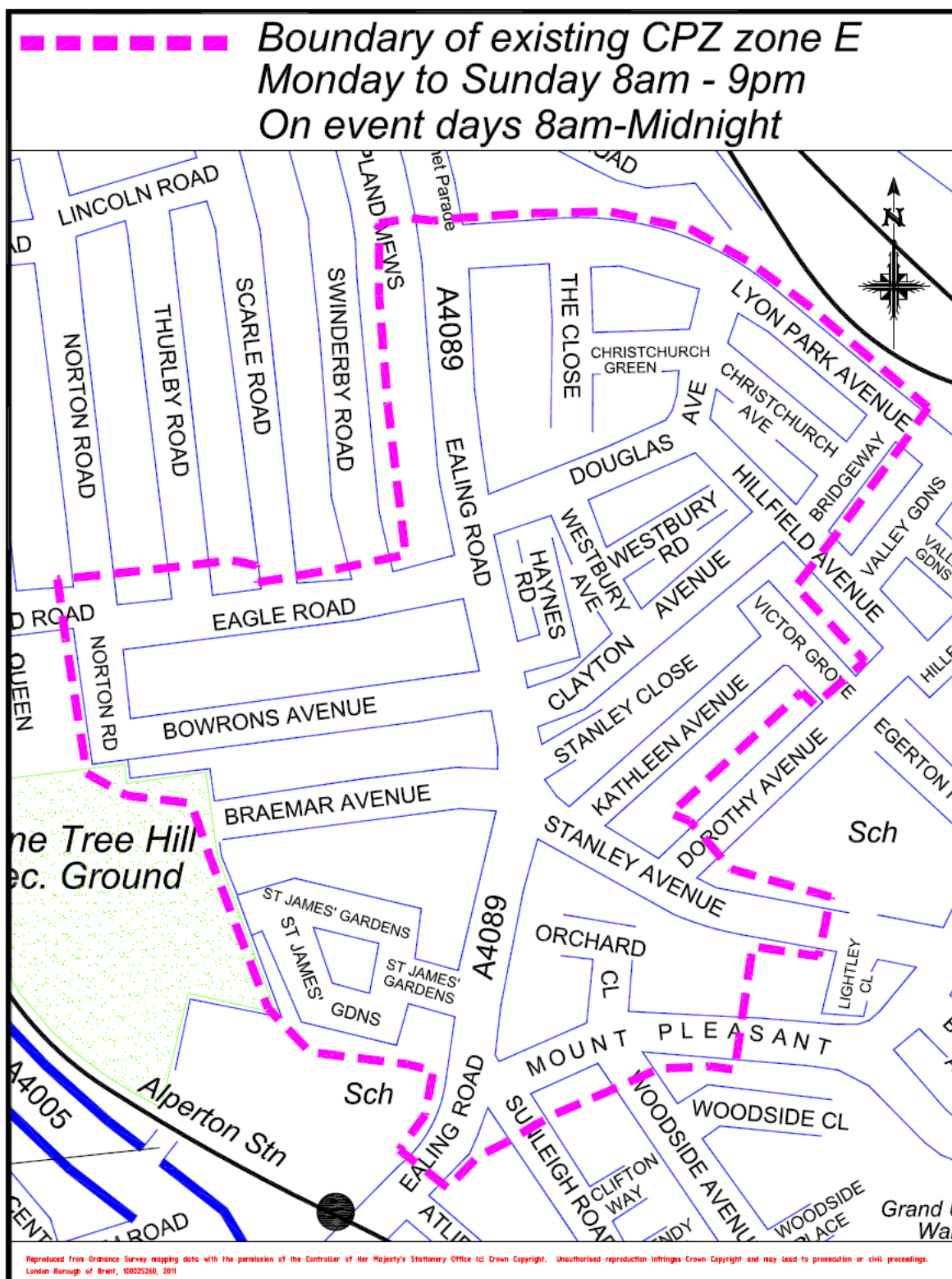
Joe Kwateng
Democratic Services Officer
Legal and Procurement Department


Copies: Tim Jackson – Head of Transportation Unit
Mrs Linda Parmar, 218 Ealing Road, HA0 4QG



Brent – building a better borough

Appendix C



	<p>Highways Committee 17 July 2012</p> <p>Report from the Head of Transportation</p>
For decision	Wards Affected: Sudbury
Harrowdene Road area - proposed extension of 20mph zone - Rugby Avenue area neighbourhood scheme	

1.0 Summary

- 1.1 This report informs the Committee of a proposal to extend an existing 20mph zone to include the Harrowdene Road area. The proposed zone is bounded by East Lane, Harrowdene Road, and Harrow Road as shown in the consultation plan.

This report outlines the results of a consultation carried out by Brent Council's Highway and Transport Delivery service and the views of a petition received from local residents.

This report describes proposed refinements to the original proposal which are informed and facilitated by the latest Government guidance.

The report seeks the approval of the committee to progress the implementation of an amended scheme.

Implementation of the final proposal is subject to consideration of any representations received subsequent to the advertisement of the necessary Traffic Orders and the Highways notices.

2.0 Recommendations

- 2.1 That the Committee notes the results of the public consultation that strongly supports the proposals originally consulted and the contents of the petition.

- 2.2 That the Committee notes the officer's review of the original proposal and their responses to the concerns of the petitioners.
- 2.3 That the Committee approves the implementation of the amended proposal.
- 2.4 That the Committee approves the advertising of the necessary traffic management orders towards implementing the amended proposal
- 2.5 That the Committee delegates authority to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial, otherwise to implement the scheme, with minor modifications if appropriate.

3.0 Background

- 3.1 A programme of 20mph zone schemes has been approved by Transport for London (TfL) on the basis of Brent Council's the 2010/2011 Local Implementation Plan (LIP) submission, which sets out the Borough's programme of schemes and priorities. The schemes have been approved by the Mayor of London office on the basis of this submission meeting the requirements of the Transport Strategy for London. A budget of £240,000 has been identified by TfL to progress the scheme proposals to this area, and the funding is not transferable to another scheme programme, such as carriageway widening or maintenance.
- 3.2 The implementation of the measures proposed as part of this scheme will play an important role in achieving the National as well as London Government's road safety strategy and casualty reduction targets. Brent Council has performed exceptionally well over the last 10 years in achieving these targets using its Local Implementation Plan. Introduction of 20mph zones within the residential areas have been a significant contributor towards reducing casualties within Brent and meeting National Government's targets.
- 3.3 Extension of the existing Rugby Avenue 20mph zone into the Harrowdene Road area has been prioritised because of concerns from local residents about the volume and speed of traffic in this area and the level of personal injury accidents. Over a 3 year period 12 personal injury accidents had taken place within this area, 1 was fatal, 4 were serious and 5 involved vulnerable road users including children and elderly pedestrians. Other factors considered included the presence of recreational areas and schools in the vicinity. The aims of the 20mph zone are to reduce vehicular speeds, vehicle numbers, and levels of accidents within the area, encourage walking and cycling by residents and school children, and to improve the walking and cycling links to schools and local amenities.
- 3.4 Scheme development work has been underway for the previous six months and officers from the Highway and Transport delivery section have undertaken

consultations with local resident's associations, the police, emergency services providers, bus companies, and ward councillors.

- 3.5 Harrowdene Road and Sudbury Avenue are two long residential roads located within the proposed area and are accessed by pedestrians as well as vehicular traffic. Although these are residential roads, they are used as a short cut between East Lane and Wembley town centre generating significant additional levels of traffic. As part of sustainable transport improvements, Brent Council's Highway and Transport Delivery service aims to provide cycle links through this area. This includes consideration of Greenways to link parks and recreational areas within Brent and neighbouring boroughs within London.
- 3.6 A full public consultation was undertaken in March / April 2012 on the proposals and further details are included in paragraph 5.
- 3.7 A petition requesting changes to the proposals was received on the 26th April 2012 and the officers' comments are contained in Appendix D.

4.0 Key elements of the scheme proposal

- Extension of the 20mph zone to the Harrowdene Road area.
- Speed reduction measures to help reduce the speeds along the roads within the Harrowdene Road area.
- A 7.5 tonne restriction to all residential roads within the zone except for loading and deliveries.
- A raised junction with a pedestrian crossing at the junction of Sylvester Road and Harrowdene Road.
- Entry treatment with a pedestrian crossing facility at the junction of Sudbury Avenue and East Lane.
- A number of entry treatments with pedestrian crossing facilities within the existing 20mph zone area, in Rugby Avenue, Eaton Avenue, Charterhouse Avenue and Beaumont Avenue to complement the existing traffic calming measures, and to improve walking links along these roads.
- A speed table with a pedestrian crossing facility in Sudbury Avenue, at the access to Vale Farm sports ground and the cricket club.
- Small sections of waiting restrictions to Harrowdene Road / Ander Close and Crawford Avenue, and Sudbury Avenue / Charterhouse Avenue junctions to improve road safety.

5.0 Public consultation

- 5.1 A full public consultation was undertaken in March / April 2012 on the proposals. A questionnaire along with the consultation letter and a plan showing the proposed measures were distributed to 2395 households and businesses in the area. The consultation was also carried out with the Sudbury ward councillors and the emergency service providers.

Exhibitions were held in the Wembley High Technology College and in the Brent Town Hall Library. A large format copy of the consultation plan and copies of the consultation documents were made available for viewing in the Brent Town Hall library and in One Stop Shop in Wembley High Road throughout the consultation period between 24th March 2012 and 27th April 2012. Consultation information was also placed in Brent Council's consultation web pages. Appendix A gives details of the public consultation documents and the original consultation plan.

A street by street break down of the consultation results are also enclosed in Appendix A and the results are summarised below:

Number of questionnaires sent:	2395
Number of questionnaires returned:	504
Percentage response:	21%

Q1) Do you agree with the installation of the proposed 20mph zone extension, as shown in the enclosed plan?

Yes: 357 (71%)

No: 120 (24%)

No opinion: 27 (5%)

Q2) Do you agree with the proposed installation of a new 7.5 ton lorry ban (except for access) throughout the proposed 20mph Zone area?

Yes: 419 (83%)

No: 43 (9%)

No opinion: 40 (8%)

5.2 Equality and Diversity

An equality monitoring questionnaire was also sent to all the households. 451 out of 504 filled in these questionnaires with a response rate of 91%. Results

are representative of the range of ethnicity within this area compared to earlier census information. 19% of residents who filled in the questionnaire considered themselves disabled. 52% of residents who filled in the questionnaire were between the age group of 45 to 85 years.

The proposed scheme is an extension of an original 20 mph restriction made a number of years ago. The consultation included households of the original zone also. The results indicate majority support from householders of the original 20mph zone. S149 Equality Act 2010 provides that the Council must have due regard to the need to eliminate discrimination, and advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not. The introduction of the speed limit has no obvious negative impact on any particular protected group as shown in the results of the consultation analysis shown above. Meanwhile, we expect the vulnerable road users such as pedestrians, young, elderly and cyclists to have particular advantage within a reduced speed area so that their negotiation of the road and interaction with the vehicular traffic become better with less road safety concerns.

5.3 **Petition**

A petition was received a day before the consultation period ended on the 27th April 2012. This is enclosed in the Appendix C. All the petitioners' addresses except a couple are from the Harrowdene Road Area. There were 144 names from 117 households.

The main concern of the petitioners and requested remedy are as followed:

*Object to the traffic plans for Harrowdene Road, Sudbury Avenue, Sylvester Road, Crawford Avenue, and Copland Avenue for the reasons mentioned in the 1 to 6 of the petition (**Appendix C**).*

Petitioners' also included the remedial proposal identifying locations under 1 to 6 informing the Council to remove physical speed reduction measures (speed cushions and speed tables), at the stated locations so that the scheme may become acceptable to the petitioners.

5.4 **Petitioners concerns and the officer's assessment and comments**

Petitioners' concerns and the Officers' comments are attached in Appendix D.

The addresses on the petition are mainly from Harrowdene Road and its cul-de-sacs, Sudbury Avenue and its cul-de-sacs, Crawford Avenue and Copland Avenue and the cul-de-sacs joining these roads. Neither the original nor the amended proposals include any road humps within the cul-de-sacs as they are short in length or have less than 24mph average speeds within.

A comparison by area between the number of Council's consultation returns and those households signing the petition is as follows:

Harrowdene Road and its cul-de-sacs:

Petition signed from - 42 households

Council's consultation return from – 93 households, out of this 64 supported the introduction of the speed reducing measures and 7 had no opinion.

Sudbury Avenue and its cul-de-sacs:

Petition signed from - 55 households

Council's consultation return from – 104 households, out of this 88 supported the introduction of the speed reducing measures and 4 had no opinion.

Crawford Avenue and Copland Avenue and its cul-de-sacs:

Petitions signed from - 16 households

Council's consultation return from – 46 households, out of this 25 supported the introduction of the speed reducing measures and 1 had no opinion. Council's consultation indicates an even split of 50% in favour and 50% against for Crawford Avenue.

6.0 Conclusion

6.1 Brent Council's consultation returns indicates that the vast majority of residents from this area support the original measures identified in the consultation plan. This is also evident when comparing the results of the Council's consultation results with the number of petitioner's households. Officers within Highway and Transport Delivery service however wish to give due consideration to the petitioners' concerns and have refined the original proposal without compromising the objectives and effectiveness of a 20 mph zone proposal as explained below.

6.2 Officers have been able to reduce the number of road humps originally proposed using the latest Government guidance which was published this year and subsequent to the original design. An amended plan showing the revised proposal is enclosed in Appendix B. Local authorities have been authorised to consider introducing some road markings, such as 20mph roundel/s along a carriageway together with physical speed reducing measures, if the authority is satisfied that the 20mph speeds can still be maintained during the operation of the scheme.

An innovative amendment to the original proposal allows the introduction of road markings instead of road humps at a number of locations. This facilitates a reduction in the number of sets of humps within the Harrowdene Road area 20mph zone extension by approximately 45%. Officers envisage that a speed reduction can still be achieved to this area with the introduction of the amended proposal, whilst recommending monitoring of the enforcement policies of the National Government in the future. This scheme can be

monitored for its effectiveness along with other 20mph zones already operating within Brent Council by the Highway and Transport Delivery service.

Officers consulted upon the introduction of a 20mph zone scheme with the Metropolitan Police and their view is that, the Police will not enforce a 20mph speed limit or will not support a scheme unless self enforcing measures are introduced within the area. Furthermore the Metropolitan Police can support introducing a 20 mph to a street without the introduction of physical speed reducing measures, if they are satisfied that average speeds within those streets are below 24mph.

6.3 Officers have contacted the Department of Transport and Transport for London with regards to any possible mechanisms available for enforcing 20mph zones without self-enforcing measures, such as average speed cameras. The response from TfL's safety camera section was that there are no such mechanisms available and similar advice was received from the Department for Transport.

6.4 The original proposals within the Harrowdene Road area 20mph zone extension include a number of pedestrian crossing facilities with complimentary speed reducing features, namely a raised junction at the junction of Sylvester Road and Harrowdene Road, a speed table at the access to the cricket Club and Vale Farm sports ground and a raised junction to Sudbury Avenue and East Lane.

Road safety considerations are paramount at these locations which are close to the serious accidents relating to child and elderly pedestrians. Furthermore, it is proposed to position the crossing facilities near busy intersections where pedestrians have a need to cross the road to access, for example, a church, shopping area, schools, and leisure centres located near this area.

7.0 Financial Implications

The scheme is funded under the Council's Local Implementation Plan submission to TfL for the year of 2011/2012 for consultation and year 2012/2013. An allocation of £240K is made available within the 2012/2013 for progressing the scheme to implementation. This funding is adequate for carrying out the detailed design and implementation of the scheme proposals. Funding allocated to this project is not transferrable to another work programme such as road widening, maintenance or strengthening.

8.0 Legal Implications

- The introduction of the measures highlighted in the report will require the making of traffic regulation orders under the Road Traffic Regulations Act 1984, and variations to some existing orders.
- The procedures to be adopted for making the actual orders and varying existing orders are set out in the Local Authority Traffic Order (Procedures) (England & Wales) Regulation 1996

- Traffic calming measure notices are made under sections 90A to F of the Highways Act 1980 and would require the Council to undertake prescribed consultation and consider objections and place statutory notices.
- S149 Equality Act 2010 provides the Council must have due regard to the need to eliminate discrimination.

9.0 Diversity Implications

The Council already has in place a 20mph zone and the officer recommendations within this report are an extension of that speed restriction zone.

There are no apparent equalities issues arising from either the matters raised during the consultation or within the petition.

The officer recommendations do not suggest a variation of the current policy.

10.0 Other implications

None identified.

Background Information:

Contact Officers

Hossein AmirHosseini, Team Leader, Highway and Transport delivery, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ. Telephone: 020 8937 5137. E-mail hossein.amirhosseini@brent.gov.uk.

David McKibbin, Head of Transportation, Highway and Transport delivery, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ. Telephone: 020 8937 5151. E-mail David.McKibbin@brent.gov.uk.

Appendix A: Street by street breakdown of results, and copy of original consultation documents.

Appendix B: Plan showing amended proposals. A large format plan will be available in the committee room.

Appendix C: Copy of the original petition without the signatures

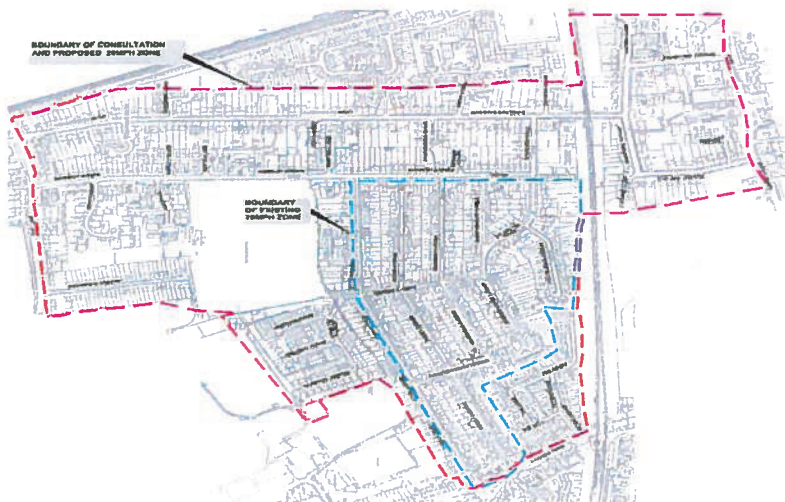
Appendix D: Summary of Petitioners' concerns and suggestions and
Officers' explanation

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Appendix; A

- **Copy of a consultation documents and Plan**
- **Street by street break down of consultation results**

CONSULTATION BOUNDARY



Your views are important to the Council
Your views are important to us

Page 48

Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to **London Borough of Brent, Highway and Transport delivery Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.**

Only the questionnaire issued by the Council should be used to respond to this consultation and no photocopies or other material will be considered.

Your response is protected as required by the Data Protection Act and cannot be identified.

All properties within the consultation area shown on the plan, Local and Statutory Groups, Emergency Services and Ward Councilors are being consulted.

If you would like further information please contact:

Yathav Gunaseelan
Senior Traffic Engineer
Policy and Design
London Borough of Brent
Tel: 020 8937 5137

Consultation Officer
Highways and Transport delivery
London Borough of Brent
Tel: 020 8937 5127

If you require this document in larger print please telephone
0208 937 5127

Brent
Building a better borough



Public Consultation

Harrowdene Road Area – Proposed extension of 20mph zone

This document outlines Brent Council's proposals for an extension of the existing 20mph Zone to Harrowdene Road area. Please read through the information in this document and complete and return the enclosed questionnaire - **postage is free**. The closing date for the return of the questionnaire is: **27 April 2012**.

Why are we proposing these measures?

The proposed zone is bounded by East Lane, Harrowdene Road and Harrow Road as shown in the enclosed plan.

This location has been prioritised for a 20mph Zone because of concerns from local residents about the volume and speed of traffic in the area and the level of personal injury accidents. Over a 3 year period 12 personal injury accidents had taken place within this area, 1 fatal, 3 serious and 5 of which involved vulnerable road users. Other factors considered include the presence of recreational areas and schools in the vicinity. The aims of the 20mph zone are to reduce vehicular speeds, reduce the number of accidents within the area, encourage walking and cycling by residents and school children and to improve the walking links to schools and local amenities.

It is envisaged a 20 mph zone will bring about a safer environment, whilst encouraging more people to cycle and/or walk as opposed to relying on cars. The implementation of 20mph Zones support National and Local Road casualty reduction targets.

What are the proposed measures?

All 20mph Zones have to be self-enforcing, it is therefore proposed to install traffic calming measures **within the area** in order to reduce vehicle speeds. The proposed layout of the traffic calming measures within the 20mph area is illustrated on the plan overleaf. Typical scheme photographs and details of the proposed measures are enclosed for your information.

It is also proposed to introduce a 7.5 tonne lorry ban throughout this area. This will aim at preventing vehicles larger than 7.5T using the residential streets except for access.

Other measures include the introduction of 20mph road markings near the junctions and approaches to the proposed zone.

Many junctions within the proposed zone already have "at any time" waiting restrictions. However, three new sections will be added to Harrowdene Rd / Ander Close and Crawford Ave, and Sudbury Avenue / Charterhouse Ave junctions to improve road safety.















Public Exhibitions: Public exhibitions will be held in two venues as listed below and Council officers will be in attendance during these times. A large format copy of the consultation plan and the consultation information will also be available in the Town Hall Library and Brent House one stop shop, 349-357 High Road, Wembley throughout the consultation period.

Date	Time	Venue and address
Thursday, 29 th March 2012	4pm – 7pm	Wembley High Tech College, near 277 East lane, HA03NT
Saturday, 31 st March 2012	11am – 3pm	Wembley High Tech College, near 277 East lane, HA03NT
Thursday, 5 th April 2012	4am – 8pm	Brent Town Hall Library, Forty Lane, HA9 9HD

Please see the back of this document for further details on how to respond to this consultation.

Tim Jackson
Head of Transportation



- | | |
|---|---|
|  | Proposed 20mph Zone Boundary |
|  | Existing 20mph Zone Boundary |
|  | Location of proposed Speed table |
|  | Location of proposed set of 2 Speed Cushions |
|  | Location of proposed set of 4 Speed Cushions in wider roads (9.2m APP.) |
|  | Location of proposed set of 3 Speed Cushions |
|  | Location of existing speed cushion |
|  | Location of existing raised junction |
|  | Locations of proposed 20mph and / or 7.5 tonne signage |
|  | Location of proposed double yellow line (at any time waiting restriction) |
|  | Proposed 20mph road marking to all entrances and on roads that have no traffic calming measures |
|  | Proposed Location and typical detail of an entry treatment with a pedestrian crossing facility |
|  | Proposed Location and typical detail of a speed table with pedestrian crossing facility |
|  | Proposed location and typical detail of a raised junction with pedestrian crossing facility |

[illegible]

KEY EXISTING:

- [illegible]

There is something features are not often to improve clarity. Some practitioners are apt (even to the degree) to be in contact with others on the same level.

Example of the proposed **Speed Cushions**. These are designed to slow general traffic while providing better access for emergency vehicles such as ambulances and fire appliances. The cushions have gaps between them and because most emergency vehicles are wider than normal cars their wheels fit through the gaps. In the same way, bus wheels can fit through the gaps which provides a smoother ride for passengers. Cushions can also be placed where there is not enough space to install a speed table.



Example of a proposed **Speed Table**. These are designed to effectively slow general traffic without producing a disruptive effect on emergency service vehicles and busses. Because there is a flat section on top of the table, vehicles travel onto it and then off it in two separate movements. A speed table has a similar effect on traffic speed as a shorter speed hump (commonly known as a sleeping policeman); however a table is less disruptive and much uncomfortable for bus passengers.



Example of a typical **Entry Treatment**. These are raised sections of the road at a side road junction. Entry treatments can act as a gateway into a 20mph zone by increasing driver's awareness that they are entering a different traffic environment. An entry treatment improves traffic safety by slowing vehicles as they turn at a junction. Kerbs are often realigned and buildouts provided as part of an entry treatment in order to provide safer and more convenient conditions for pedestrians.

Date	Rev.	Comments
Amendments		
London through of Road Rehabilitation & Realignement Southern Highway and Transport, Delivery West Sussex, 100 West End, Worthing, Worthing, UK RG1		
Job Title		
HARROWDCRE ROAD AREA PROPOSED 20MPH ZONE EASTINGHO <i>Drawing Title</i>		
CONSULTATION PLAN		
Scale	Designed YGS	
Not to Scale	A0 Drawn YGS	
Date created	Checked PD	
February 2012	Approved PS	
Drawing No. TP925-001	Rev.	
CAI: R	WJL:JS:and:wh	



Scheme name Harrowdene Road Area - Proposed Ext of 20mph Zone

Road Name	Questionnaires delivered	Questionnaires returned	Percentage Response	Question 1 Yes	Question 1 No	Question 1 No opinion	Percentage Yes	Percentage No	Question 2 Yes	Question 2 No	Question 2 No opinion	Percentage Yes	Percentage No
Alder Close	19	4	21.0	2	1	1	50.0	25.0	2	1	1	50.0	25.0
Ash Walk	100	18	18.0	16	1	1	89.0	6.0	17	0	1	94.0	0.0
Beaumont Ave	94	18	19.0	13	4	1	72.0	22.0	15	2	1	83.0	11.0
Charterhouse A	118	29	25.0	16	11	2	55.0	38.0	22	3	4	76.0	10.0
Cherry Close	18	3	17.0	3	0	0	100.0	0.0	3	0	0	100.0	0.0
Chilcott Close	22	2	9.0	1	1	0	50.0	50.0	2	0	0	100.0	0.0
Codling Way	12	3	25.0	2	1	0	67.0	33.0	2	1	0	67.0	33.0
Compton Avenue	58	12	21.0	7	4	1	58.0	33.0	8	3	1	67.0	25.0
Conifer Way	151	25	17.0	21	3	1	84.0	12.0	22	1	2	88.0	4.0
Copland Avenue	19	2	11.0	1	1	0	50.0	50.0	2	0	0	100.0	0.0
Copland Close	6	4	67.0	2	2	0	50.0	50.0	3	1	0	75.0	25.0
Crawford Avenue	116	31	27.0	15	15	1	48.0	48.0	23	5	3	74.0	16.0
Dorset Gardens	2	1	50.0	0	1	0	0.0	50.0	1	0	0	100.0	0.0
East Lane	96	9	9.0	5	3	1	56.0	33.0	7	0	2	78.0	0.0
Elton Avenue	23	8	35.0	6	1	0	75.0	13.0	6	2	0	75.0	25.0
Eton Avenue	192	42	22.0	29	13	0	69.0	31.0	34	6	1	81.0	14.0
Gilbert Scott Close	20	3	15.0	3	0	0	100.0	0.0	3	0	0	100.0	0.0
Harrow Road	119	13	11.0	6	3	4	46.0	23.0	10	0	3	77.0	0.0
Harrowdene Close	20	4	20.0	4	0	0	100.0	0.0	4	0	0	100.0	0.0
Harrowdene Road	260	67	26.0	45	17	5	67.0	25.0	58	5	4	87.0	7.0
Harwood Close	18	3	17.0	2	1	0	67.0	33.0	2	1	0	67.0	33.0
Hastings Close	33	6	18.0	4	2	0	67.0	33.0	4	0	2	67.0	0.0
Lantern Close	62	9	15.0	7	2	0	78.0	22.0	8	1	0	89.0	11.0
Marloes Close	11	4	36.0	4	0	0	100.0	0.0	4	0	0	100.0	0.0
Pettagroave Avenue	43	9	21.0	4	4	1	44.0	44.0	8	1	0	89.0	0.0
Rayners Close	16	2	13.0	2	0	0	100.0	0.0	2	0	0	100.0	0.0
Repton Avenue	30	4	13.0	4	0	0	100.0	0.0	4	0	0	100.0	0.0
Rokesby Place	34	6	18.0	4	2	0	97.0	33.0	5	1	0	83.0	17.0
Rosecroft Walk	8	1	13.0	0	1	0	0.0	100.0	0	1	0	0.0	100.0
Rugby Avenue	160	35	22.0	30	4	1	86.0	11.0	29	3	2	83.0	9.0
Rustic Place	11	3	27.0	3	0	0	100.0	0.0	3	0	0	100.0	0.0
Somerset Gardens	9	2	22.0	1	0	1	50.0	0.0	1	0	1	50.0	0.0
Sovereign Grove	29	8	28.0	7	1	0	88.0	12.0	8	0	0	100.0	0.0
Sudbury Avenue	193	51	26.0	41	8	2	80.0	16.0	46	1	4	90.0	2.0
Sylvester Road	79	15	19.0	12	1	2	80.0	7.0	13	0	2	87.0	0.0
The Chine	26	7	27.0	4	2	1	57.0	29.0	5	1	1	71.0	14.0
The Croft	66	14	21.0	12	2	0	86.0	14.0	11	2	1	79.0	14.0
The Dell	17	6	35.0	3	3	0	50.0	50.0	6	0	0	100.0	0.0
Watford Road	19	4	21.0	2	2	0	50.0	50.0	3	1	0	75.0	25.0
Waylett Place	14	3	21.0	3	0	0	100.0	0.0	3	0	0	100.0	0.0
Woodfield Avenue	52	15	29.0	11	3	1	73.0	20.0	10	0	4	67.0	0.0
TOTAL	2395	505	21.0	357	120	27	71.0	24.0	419	43	40	83.0	9.0

Question 1: Do you agree with the installation of the proposed 20mph zone extension as shown in the enclosed plan?

Question 2: Do you agree with the proposed installation of a new 7.5 ton lorry ban (except for access) throughout the proposed 20mph Zone area?

NB: If a road within the consultation area does not appear in the above table, then no questionnaires were received for that road

Main Analysis as by 27th April 2012

1. 21% returned questionnaires
2. 71% agree with the installation of the proposed 20mph zone extension
3. 83% agree with the proposed installation of a new 7.5 ton lorry ban

Appendix; B

- Amended plan following consultation

TYPICAL 20MPH AND 7.5 TON WEIGHT LIMIT SIGNS (Proposed)



KEY PROPOSED:

- Proposed 20mph Zone Boundary
- Existing 20mph Zone Boundary
- Location of proposed Speed table
- Location of proposed 20mph roundall road marking
- Location of proposed set of 2 Speed Cushions
- Location of proposed set of 4 Speed Cushions in wider roads (9.2m APP.)
- Location of proposed set of 3 Speed Cushions
- Location of existing speed cushion
- Location of existing raised junction
- Locations of proposed 20mph and / or 7.5 tonne signage
- Location of proposed double yellow line (at any time waiting restriction)
- Proposed 20mph road marking to all entrances and on roads that have no traffic calming measures
- Proposed Location and typical detail of an entry treatment with a pedestrian crossing facility
- Proposed location and typical detail of a speed table with pedestrian crossing facility
- Proposed location and typical detail of a raised junction with pedestrian crossing facility

Photographs of typical measures and more Information



Example of the proposed **Speed Cushions**. These are designed to slow general traffic whilst providing better access for emergency vehicles such as ambulances and fire appliances. The cushions have gaps between them and because most emergency vehicles are wider than normal cars their wheels fit through the gaps. In the same way, bus wheels can fit through the gaps which provides a smoother ride for passengers. Cushions can also be placed where there is not enough space to install a speed table.



Example of a proposed **Speed Table**. These are designed to effectively slow general traffic without producing a disruptive effect on emergency service vehicles and buses. Because there is a flat section on top of the table, vehicles travel onto it and then off it in two separate movements. A speed table has a similar effect on traffic speed as a shorter speed hump (commonly known as a sleeping policeman), however a table is less disruptive and less uncomfortable for bus passengers.



Example of a typical **Entry Treatment**. These are used at junctions of the road at a side road junction. Entry treatments can act as a gateway into a 20mph zone by increasing driver's awareness that they are entering a different traffic environment. An entry treatment improves traffic safety by slowing vehicles as they turn at a junction. Kerbs are often realigned and buildouts provided as part of an entry treatment in order to provide safer and more convenient conditions for pedestrians.



Notes

KEY EXISTING:

- PROPOSED 20MPH ZONE BOUNDARY
- EXISTING 20MPH ZONE BOUNDARY
- LOCATION OF PROPOSED SPEED TABLE
- LOCATION OF PROPOSED 20MPH ROUNDALL ROAD MARKING
- LOCATION OF PROPOSED SET OF 2 SPEED CUSHIONS
- LOCATION OF PROPOSED SET OF 4 SPEED CUSHIONS IN WIDER ROADS (9.2m APP.)
- LOCATION OF PROPOSED SET OF 3 SPEED CUSHIONS
- LOCATION OF EXISTING SPEED CUSHION
- LOCATION OF EXISTING RAISED JUNCTION
- LOCATIONS OF PROPOSED 20MPH AND / OR 7.5 TONNE SIGNAGE
- LOCATION OF PROPOSED DOUBLE YELLOW LINE (AT ANY TIME WAITING RESTRICTION)
- PROPOSED 20MPH ROAD MARKING TO ALL ENTRANCES AND ON ROADS THAT HAVE NO TRAFFIC CALMING MEASURES
- PROPOSED LOCATION AND TYPICAL DETAIL OF AN ENTRY TREATMENT WITH A PEDESTRIAN CROSSING FACILITY
- PROPOSED LOCATION AND TYPICAL DETAIL OF A SPEED TABLE WITH PEDESTRIAN CROSSING FACILITY
- PROPOSED LOCATION AND TYPICAL DETAIL OF A RAISED JUNCTION WITH PEDESTRIAN CROSSING FACILITY

All existing features are not shown.
We warrant that the information contained in this document is true and correct to the best of our knowledge and belief.

Date	Rev	Comments
12/01/2012	1	Initial Design
12/01/2012	2	Revised Design
12/01/2012	3	Final Design
12/01/2012	4	Final Design
12/01/2012	5	Final Design
12/01/2012	6	Final Design
12/01/2012	7	Final Design
12/01/2012	8	Final Design
12/01/2012	9	Final Design
12/01/2012	10	Final Design
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12/01/2012	96	Final Design
12/01/2012	97	Final Design
12/01/2012	98	Final Design
12/01/2012	99	Final Design
12/01/2012	100	Final Design

Appendix; C

- **Copy of original petition without addresses**

Due to the weather conditions and short timescale available, we were unable to call at each house more than once. This meant that, where there was no reply, we were unable to return.

We, the residents listed on the accompanying sheet(s), object to the proposed traffic plans for Harrowdene Road /Sudbury Avenue/Sylvester Road/Crawford Avenue/Copeland Avenue Area. Our reasons and suggestions are listed below:-

- 1) These costly proposed road works are to be carried out at a time of Local Authority cut-backs, which have left many roads in a dangerous condition due to damaged and pot-holed surfaces and with essential amenities having to be closed due to lack of funding i.e. libraries, nursery schools, etc.
- 2) The proposed road works will result in reduced response times for fire engines, ambulances and police vehicles attending emergency calls in the north of Wembley and Wembley Park areas as the route provides the least congested access between the fire station/police station and East Lane. Whilst most Fire Engines and Ambulances have wider wheelbases, this will only be relevant where there are no parked vehicles reducing the width of the road and will adversely affect the response times of police cars and the fire Chief's car, which only have a normal saloon wheelbase.
- 3) The proposed road works will cause damage to the tyres and suspension of emergency and resident's vehicles which, of necessity, will be regularly bumping over such a high volume of speed cushions/speed tables. Funeral hearses and limousines, refuse collection vehicles, milk floats, delivery vehicles, etc. etc. will be adversely affected, negatively impacting on the services they provide to residents.
- 4) The number of vehicles over 7.5 tonnes using the route of the proposed road works is already virtually non-existent. The two main access points have already had buildouts put in place and the kerbs realigned, resulting in the turns being too tight for such vehicles to negotiate. (Entrances to Crawford Avenue and Copeland Avenue.)
- 5) There are no schools within the boundaries of the proposed road works and the only recreational area (Sudbury Sports Field) is most commonly accessed via East Lane.
- 6) The speed table with Pedestrian crossing facility at mouth of Sylvester Road will be extremely hazardous due to pedestrians being vulnerable to traffic turning left from Harrowdene Road as will be the one planned for the East Lane end of Sudbury Ave, especially during term-time, when there is maximum pedestrian activity with students walking to and from East Lane High School. Both pedestrians and motorists would be at risk of being un-sighted by groups of pedestrians waiting on the corner to cross. There are already two crossings serving students attending East Lane High School: one at the East Lane/Harrowdene Road traffic lights and the other outside the school. Students attending the Primary School have two crossings: one 'Pelican' crossing at Castleton Avenue and one 'Zebra' crossing with 'lollipop person' directly outside the school.

As a result of comments received from residents who were canvassed, measures which would be more acceptable to the majority of residents living in the area of the proposed road works are listed below:

- i) The number of speed cushions in Copeland Ave and Crawford Avenue to be reduced to one set in each section (i.e. 4 in total).
- ii) Harrowdene Road:- one set of speed cushions between Crawford Ave /Sylvester Rd. One set between Ander Close/ Harrowdene Close. One set near Codling Way. One set between Codling Way/Harwood Close. One set between Sovereign Close/ East Lane. (i.e.5 in total) Regular 20 mph signs to be painted on the road surface to remind drivers of speed limit.
- iii) No-one can understand the need for the raised junction crossing Sylvester Road and it SHOULD DEFINITELY NOT SPAN Harrowdene Road, as there will already be speed cushions in the area.
- iv) One set speed cushions on Sylvester Road.
- v) One set speed cushions in Sudbury Avenue at Charterhouse Ave and at Rugby Road i.e. roads exiting onto Sudbury Ave. One set at Morloes Close. One set at entrance to Sudbury Sports

road surface to remind drivers of speed limit.

- vi) A filter light added to the traffic lights at the top of Harrowdene Road to increase volume of traffic turning right into Harrowdene Road from East Lane. This will reduce congestion on East Lane, caused by the parking bays which have been positioned outside the Tesco Express store, just short of the traffic lights

Additional comments:

- 1) From all the houses where we received a reply, only seven households were in agreement with the number of speed cushions/speed tables as proposed.
- 2) Thirteen houses did not want any speed cushions/speed tables at all.
- 3) EVERONE we spoke to was worried that the positioning of the speed tables with pedestrian facility at the Harrowdene Road/Sylvester Road junction and Sudbury Ave/East Lane junction were potentially extremely hazardous and not desirable.
- 4) Other than those in categories 1 & 2 EVERYONE commented that the number of speed cushions/tables proposed was excessive and were in agreement with the number suggested above.
- 5) Residents at the East Lane end of Sudbury Avenue commented that the large volume of cars parked on the road by those attending services in the Church on the Sudbury Ave/East Lane corner, caused unacceptable congestion and resulted in inconvenience to residents in that area and often became a hazard to pedestrians, especially those pushing wheelchairs and pushchairs and to other motorists. Double yellow lines are regularly ignored with cars parked right up to the corner. Many commented that cars were regularly parked across their driveways.
- 6) Residents of Harrowdene Road are worried that the speed tables, proposed for Sudbury Avenue will, by discouraging the flow of traffic along Sudbury Avenue, substantially increase the volume of traffic travelling along Harrowdene Road.
- 7) At a time when the western hemisphere is trying to reduce carbon emissions, there is scientific evidence that traffic in roads with a high volume of speed cushions/speed tables increases carbon emission from vehicles travelling along them.

Ideally

- i) Crawford Avenue/ Copeland Avenue/ Harrowdene road to Sylvester Road to be two way traffic, thereafter, Harrowdene Road from East Lane to Crawford Avenue to be: North >South travel only.
- ii) Sudbury Avenue from Sylvester Road to East Lane: South >North travel only. This would considerably reduce the danger, existing at present, from the large volume of traffic exiting Sylvester Road across the flow of traffic traveling in both directions along Harrowdene Road.
- iii) The grass verges along the length of Harrowdene Road to be reduced by 50% in width to allow the road to be widened accordingly. This would improve traffic flow, prevent traffic snarling, increase parking for residents in properties with multi-dwellings (one of the major complaints) and prevent the existing problem, whereby drivers are unsure of the protocol for rights of way where the road is reduced to a single carriageway, due to parked cars. In reality, many cars severely damage these areas of grass anyway, with the wooden guard posts regularly being knocked over and having to be replaced or re-sited and the verges regularly becoming unsightly and impassable quagmires! Wider carriageways would increase the distance of both driver's and pedestrian's vision. Construction of carriageways of proper width and with correct centre markings would result in calmer drivers and safer driving and, consequently, a safer environment – speed is not the sole cause of traffic accidents, as is borne out by the hundreds of accidents which take place in stretches of speed controlled road works every year.

Appendix; D

- **Summary of Petitioners' concerns and the Officers' explanation**

1. The proposals will cost too much and use this fund to repair the road surface etc.

Although there is a considerable cost associated with the scheme, this would be offset by the benefit provided by the scheme in terms of accident casualty reduction. Brent Council has carried out a cost benefit analysis prior to producing the Local Implementation plan submission to Transport for London.

Funds are provided by Transport for London (TfL) to this neighbourhood to improve road safety by reducing speed and road accident casualties. The allocated funding is monitored by the TfL and it cannot be used for other work programmes such as road maintenance.

2. The proposed road works will result in reduced response times..

The Metropolitan police and the emergency service providers have been consulted on the scheme proposals and the Council regularly liaise with the service providers. Metropolitan Police have indicated the support for the introduction of this scheme. London Fire Brigade informed they have no objection to the scheme. Other service providers have not raised any objections to the scheme proposals.

3. The proposed road works will damage the tyres and suspension of the vehicles..

The humps have been designed and constructed in accordance with the Highways (Road Humps) Regulations 1996 such that as long as vehicles drive within the speed limits, they would not cause damage to vehicles. In addition the humps would be constructed consistently with the same height and gradients such that drivers would know what to expect.

4. The number of vehicles over 7.5 tonnes are non existent...

Although Heavy Goods Vehicles (HGV) traffic flow over 7.5 tonnes is lower in the residential roads, Brent Councils Highway and Transportation Delivery service regularly receive complaints to this effect. This part of the proposal only involved signage and is low in costs to implement. This was proposed as part of this consultation and subject to a separate question within the questionnaire. An overwhelming majority of 83% supported this proposal.

5. There are no schools within the proposed zone boundary..

Although there are no any schools located within the zone, there are 3 schools in the boundary of this zone. Child pedestrians, parents and the elderly regularly use the roads to access local amenities within this area.

6. The speed table with the pedestrian crossing facility is hazardous, ie Sylvester Road/Harrowdene Road and Sudbury Avenue/East Lane junction etc ...

Please also refer to the paragraph 3 above.

Four casualty accidents had taken place in this location and 2 were serious. One involved a child pedestrian and one included an elderly person. Furthermore, this location is an 'only through route' to a number of large housing estates in this area. We have recently introduced a number of soft traffic measures such as signing and recently also extended the 'At any time' waiting restrictions in this location. This was due to continuous concerns received from the local community. The proposed measures not only act as an effective speed reducing measure but also will help pedestrians cross this location safely.

7. Additional comments...

Please also refer to the paragraphs 5.4 and 6.2 of the highways committee report.

The scheme proposals include consideration of speed reducing and traffic calming measures within all roads. This should help to reduce displacement of traffic through roads that do not have traffic calming measures.

The proposed traffic calming measures have been located such that they would provide a smooth 20mph traffic speed. Some older traffic calming schemes have incorporated harsher measures spaced further apart. This has resulted in vehicles accelerating between the measures and braking just before them. The proposed scheme incorporates less harsh features and spaced more closely. This would encourage a smoother driving style at 20mph and should result in an overall reduction in pollution due to smooth low traffic speed and reduced opportunity for acceleration between them.

8. Question of addition of filter lights to Harrowdene Road and East lane junctions to ease congestion..

A number of schemes had been introduced in this location to address road safety and pedestrian crossing concerns. These included signal time

adjustments and modernisation of the signals and widening of the East lane in the year 2011. Parking and loading arrangements and the bus stops within this area were also rearranged to improve road safety and help ease the congestion in this area. It is recognised a new Tesco and other new shops have opened last year.

However, the full benefit of these could not have been realised by local residents and general public alike at this stage. This was because there was a number of utility service companies were working in this area from March 2011 and the works are still on going.

The Highway and Transport Delivery service will however keep a note of these concerns for future assessments in this location.


9. Consideration of various one ways to Harrowdene Road, Sudbury Avenue etc..

There are many short cuts to Wembley Town Centre through this area. Rearranging traffic patterns without consideration for speed reduction measures not only increases the volume and speed of traffic in other roads but will also displace the short cutting traffic into other desirable roads that are already affected by drivers taking short cuts, such as Ilanover Road. Any such schemes therefore are not being considered at present. However, if speed reducing measures are introduced successfully within the current scheme then officers may be able to consider such measures in the future, if required subject to future assessments.

10. Consideration of road widening to local roads..

The current scheme is funded by TfL on the basis of a speed and accident reduction proposal. We have therefore no funding allocation to carry out a road widening scheme for particular road/s. The current funding allocation is not transferable to TfL's other programmes such as road maintenance.

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	<p style="text-align: center;">Highways Committee 17 July 2012</p> <p style="text-align: center;">Report from the Head of Transportation</p>
<p style="text-align: right;">Wards Affected: ALL</p>	
<p>Recent success and the future direction of cycling in Brent.</p>	

1.0 SUMMARY

1.1 Brent Council is a robust supporter of cycling as a healthy, cheap and environmentally sustainable form of transport. The sustainable transport team, based in the Council's Highway & Transport Delivery Service, facilitates and manages the delivery of a broad range of measures which make it safer, easier and more attractive to cycle in the Borough.

1.2 Brent's statutory transport plan – the Mayoral/Council approved "Local Implementation Plan" (LIP) 2011-2014 includes ambitious targets of almost doubling the number of trips made by bicycle over the next eight years.

1.3 This Report presents what the Council has recently achieved in relation to cycling, what it is doing now, and what it proposes to do in the future. It also presents the steps Brent is taking to support the London-wide and local targets and provides information as to recent successes in reducing the level of cycling-related casualties on the borough's highways network.

2.0 RECOMMENDATIONS

2.1 That members note the overarching approach taken to improve the attractiveness and safety of cycling/cyclists across Brent;

2.1 That members note the significant achievements the Council has made in reducing cycling related serious injuries and deaths on Brent's roads;

2.2 That members note the details relating to three key cycling programmes relating to cycling in Brent, Brent Biking Borough, Bike-It, and Cycle Training/Travel Awareness.

3.0 DETAIL

Cycling in Brent - Introduction

3.1 The approach to cycling in Brent is guided by four overarching principles, as follows:

- **INFRASTRUCTURE:** To continue to maintain - and where funding allows – develop the existing cycling infrastructure, making it more attractive to both existing and potential cyclists, for example, delivering hundreds of additional cycle parking spaces across the borough over the next few years;
- **ENVIRONMENT:** To promote cycling as a *responsible choice*, being a carbon-zero - environmentally friendly form of transport which also helps reduce road traffic congestion and reduce localised air pollution in Brent;
- **HEALTH:** To work alongside colleagues in sports and health departments, including the Brent NHS, to promote cycling as a “lifestyle choice” which can greatly improve personal health and help combat obesity;
- **SAFETY:** To ensure that cycle training and supporting cycling safety programmes such as “Bike It” are promoted and continue to be offered – for free – to anyone who lives, works or studies in Brent, so both new and experienced cyclists can cycle with more confidence.

Striving to increase levels of cycling in Brent

3.2 The approach is multi-faceted; there is no one single solution to encouraging more people to cycle in what is a very busy borough with a lot of through traffic, sharing borders with seven neighbouring local authorities. However, the Council is confident that the targets can be met, and that if measures to encourage a greater take up of cycling continue to be resourced, Brent can become a safer, more attractive borough within which to cycle, whether that be for commuting or recreational purposes.

3.3 At present in Brent, **1.3%** of all trips in the borough are made by bicycle. This is a lower modal share than many other London borough and can be compared:

- with **3%** in Camden;
- and **3.5%** in Hackney

...but Brent’s modal share of cycling still remains comparable to neighbouring boroughs such as:

- Harrow (**1.3%**);
- and Ealing (**1.6%**).

3.4 The Council's LIP sets an ambitious 2020 target of **2.5%** for all trips to be made by bicycle in the borough - on the back of a short/medium-term target of **1.7%**. Whenever the Council has a "Neighbourhood or Corridor" scheme (more of which is explained later in this Report) as part of the TfL -funded Capital Programme, facilities for cyclists (and pedestrians) are the single most important consideration in the investment of TfL's money - in line with the Mayor's Transport Strategy.

3.5 The sustainable transport team in the Council's Transportation (Highway & Transport Delivery) Service leads on the promotion of cycling as a healthy, sustainable and efficient form of transport, and manages a raft of initiatives which aim to do that. The team manages a number of cycling specific initiatives and this report highlights the most recent work which took place in the 2011-2012 financial year.

Cycling highlights of the last six months include:

3.6 **Strengthening links with the National Health Service.** The health and obesity agenda has risen up the political agenda since the early 2000s and cycling can play a key part in healthy lifestyles and combating obesity – particularly in children. Officers have forged strong working relationships with the Brent Primary Care Trust which has led to the launch of projects such as "Bike It", focussing on schools-related cycling promotion and training from a "healthy lifestyle" angle.

3.7 **More effective working with other Council departments with an interest in cycling such as Sports Services and Communications.** Brent's Sustainable Transport team recently joined forces with colleagues in the London Borough of Camden for an enhanced "Exchanging Places" event, working alongside the police. Some excellent PR was gained from the event and the communications team supported the work of a Brent-based film company that produced a short film which can be seen at:

www.bnctv.co.uk/exchanging-places-safe-cycling

The event included cycle maintenance and security markings, as well as a few "red-light jumpers" getting a slap on the wrist and a £30 fine ... as can be seen in the five-minute film.

3.8 **More efficient ways to engage with 'campaign/lobby' groups such as Brent cyclists have been established.** Clarification has now been made as to correctly registering up-to-date contact details with this influential local group on Council consultation databases, specifically relating to capital projects and sharing the details of scheme proposals. This will mean that Brent cyclists can feedback to officers with their view on scheme proposals and better influence what actually appears "on street" in a more effective manner in relation to what has happened over the last few years.

Delivering the cycling agenda with key partners

3.9 Officers worked across traditional team boundaries to assist with the development of cycling elements included in plans put together by the

Sports/Healthy Lifestyle teams within the Council. This has included an excellent project called "Bike It" progressed jointly with the Council's Sports/Health-related teams, Highway & Transport Delivery and the National Health Service (NHS Brent Primary Care trust). Further information relating to Bike It is presented later in this report. The project has helped bring together funding from both the NHS and the Council to provide a stronger pot of funding for this Brent school-related cycling initiative.

3.10 Improved communication and joint working between the Council's Highway & Transport Delivery and Sports/Health Services has also helped to bring about a Cycling Action Plan/Strategy to complement and enhance key Strategies/Delivery Plans such as the Transportation Local Implementation Plan - the key three year strategy for making improvements to transportation across all the modes in Brent with key emphasis on improving the local urban realm and sustainable transport improvements.

3.11 Both the Cycling Action Plan and Brent's LIP include cycling elements which reflect the overarching London-wide policies and strategies. This draft Action Plan is included as **Appendix 4**, supporting this Committee Report.

3.12 It is important to note that Transport for London very much provides the steer for London borough's cycling activities and supporting programmes as the Council currently invests zero funding specifically in cycling related activities/projects. There are lots of existing successful strands of work/initiatives that the Council buys into, for example, "Exchanging Places" and "Dr Bike" (cycle maintenance) events. Meanwhile, there is a move to better monitoring of *outcomes* rather than *outputs*.

Funding

3.13 Brent Council does not provide funding for promoting and facilitating increased levels of cycling in the borough, unlike highways aspects such as road maintenance. Officers spending time on cycling-related projects "recharge" their time to Transport for London funded projects, meaning even their salaries are essentially 'subsidised' for the time they spend on cycling issues and related initiatives. Cycling projects – particularly infrastructure specific projects, are also regularly funded by "Section 106" (local developer) contributions.

3.14 The Council does not require/need to resource the development a free-standing "Cycling/Sustainable Transport Strategy" publication. An overarching "Cycling Action Plan" for London already exists and Brent's Council approved (2011-2014) "Local Implementation Plan" or (LIP) is the "delivery vehicle" for this Cycling Action Plan. The LIP not only provides an "Implementation Plan", it provides commentary, context, targets and the overarching direction of travel for sustainable transport – including cycling - in Brent.

3.15 Preparing a raft of further documents for Brent would have no strategic transportation value to the Council. Previous experience has demonstrated that producing costly/staff-resource intensive and often unwieldy/cumbersome strategies - in addition to a thoroughly consulted/carefully developed 3-year Transport Plan/Strategy - is a questionable use of limited (and unfunded in terms of the

Council's contribution) officer time. Moreover, the Council is not in a position to "pump prime" revenue funding for any new cycling related initiatives to provide a new 'cornerstone'/purpose to such a document. Regardless, such plans are often fast out-of-date and found 'on the shelf' because the TfL-required LIP document fast renders them so. Councils that (in times of economic prosperity) have produced such single-mode documents, would commonly have a team of 3-4 officers dedicated purely to a "transport mode" such as cycling and nothing else. Not only does Brent Council have no such resource, but TfL expect Councils to look "across the modes" and funding is provided in a way that does not encourage investment within the modes.

Transport for London (TfL) funding – the key source of cycling income

3.16 Brent Council - as with all the other London Boroughs, submits an annual "Spending Submission" to Transport for London to secure Capital Works funding for projects in a forthcoming financial year. The Councils 2012/13 Annual Local Implementation Plan (LIP) Funding Submission/Application was submitted to TfL for approval on October 6th 2011. 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.

3.17 TfL approved the Councils October 2011 submission and confirmed an allocation of **£3,988,000** for 2012/13 to implement the schemes and initiatives in that submission across the various programme areas, and a further allocation of £500,000 to progress the Harlesden Town Centre Major Scheme. This was reported to Highways Committee in February 2012.

3.18 Schemes are broadly divided into **Neighbourhood**, **Corridor** and **Supporting Measures** projects.

(i) **'Corridor'** interventions: are generally 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.

(ii) **'Neighbourhood'** interventions: are generally 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.

(iii) **'Supporting Measures'** funding is intended to facilitate the delivery of School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes. Formula based.

3.19 Cycling is a **central consideration** to each of the three aforementioned "LIP Funding headings". Whether it is a new "Advanced Stop Line" implemented as part of a junction improvement project, or a cycle lane implemented in a longer "corridor project", Brent's design engineers consider cycling infrastructure facilities to be a critical part of the design of safe, efficient and free-flowing highways design, as reflected in the Council's Executive approved Urban Realm Guide. As mentioned

previously, improved communication channels with key cycling groups such as Brent Cyclists aims to ensure "no stone remains unturned" when proposals for cycling related infrastructure improvements are made in the future.

3.20 The projects to be delivered in 2012-2013 which are currently being "scoped" for possibilities and options by engineers are included at the back of this report, as **Appendix 5**.

Brent Biking Borough

3.21 The London Borough of Brent is one of twelve Transport for London funded "Biking Boroughs". Earlier in 2011, the Council successfully secured £300,000 of indicative funding spanning three years with the objective of:

- i) Creating a "Cycling Hub" in the borough;
- ii) To develop broader "cycling communities" across the borough;
- iii) To raise the profile of cycling across the borough.

The project will facilitate the delivery of **300** new cycle parking spaces over the 3 years.

3.22 The Brent Biking Borough programme is a three year (2011-14) package of measures aimed at increasing cycling levels in Brent, with a particular focus on the Kensal Rise area (the Cycle Hub). The measures being progressed by the Council (with support from transport consultants SKM Colin Buchanan) are a mix of both infrastructure and Smarter Travel measures, such as cycle promotion and awareness-raising events, and cycle safety / security initiatives. The programme is aimed at both supporting existing cyclists as well as encouraging new cyclists, with a particular focus on improving the safety of cyclists.

3.23 The work that was completed last financial year as part of this programme is outlined in more detail in **Appendix 1 – Brent Biking Borough** supporting this report.

The Brent "Bike It" Programme

3.24 The Brent *Bike It* Programme is a Transport for London (Local Implementation Plan or LIP) funded programme using £25,000-£30,000/annum Brent LIP funding. It aims to intensively engage interested schools in Brent with the offer of a wide variety of cycling related initiatives. The programme is overseen by Council officers who have a robust involvement/steer in the programme. The National Sustainable Transport not-for-profit organisation "*Sustrans*" is the key delivery partner for this initiative.

3.25 Recently, Sustrans have recruited a member of *Brent Cyclists* to take part in a new "volunteer scheme". The volunteer took part in some training run by Sustrans in February and will be going into schools with Sustrans during the upcoming summer term.

3.26 Brent Police Community Support Officers went into a number of schools this term to security mark bikes. They were very keen to be working in partnership with the Council and Sustrans. One female Police Community Support Officer was particularly keen to get more involved, attend rides and learn bike maintenance skills. Last school term she has been helping Sustrans/the Council (with supervision/training) on Dr Bikes. She is planning to do the formal training that Bike It Officers do, so that she can work on bikes without supervision, which her Sergeant has agreed to fund, an excellent example of partnership working driven forward by the Highway & Transport Delivery.

3.27 One excellent/well received event was run in partnership with Brent Biking Borough, in two *Bike It* schools. The event included Dr Bike, Cycle skills, bike security marking and a BMX stunt show in both schools and working in collaboration with Cycletastic, London Cycling Campaign, CTUK, Style Rider BMX show and Brent Police.

3.28 The project has been unable to engage some schools in the project because they don't have storage facilities for bikes on the premises. This is a something that officers are working to address already in this new financial year. Some schools have been difficult to engage because the teachers are often unavailable. Bike ownership in some schools is very low, however, the project is looking at ways of purchasing bikes if storage issues can be resolved in order to address this.

3.29 Further details relating to what was achieved last financial year as part of this programme are presented in more detail in **Appendix 2 – Brent Bike It Programme**.

Cycle Training and cycling accident casualty reduction success in Brent

3.30 Officers were able to **increase** the financial allocation made to cycle training for the 2012-2013 financial year from an original funding application/allocation of £60,000 in 2011/2012 to £90,000 in 2012/13. This was challenging set in the context of an overarching budget decrease, however, it restores the cycle training allocation to levels more reflective of previous financial years when in the region of £100,000 was allocated annually. Moreover, it ensures that hundreds more people and additional schools will be able to participate in the programme. The work that was completed last financial year as part of this programme is outlined in more detail in **Appendix 3 – Brent Cycle Training**. The consistent annual investment Brent makes from the TfL (formula funded) annual capital allocation has reaped significant rewards in driving down the volume of cyclists injured on the borough's roads every year.

3.31 An independent report published in late 2010 presented a *nothing short of a remarkable 73%* long-term (based on a 1994-1998 baseline) cut in the levels of cycling-related casualties. This was achieved through a focussed package of

measures, underpinned by a continued transition towards a radical new road danger reduction approach to highways engineering.

3.32 Creating safer streets remains the borough's utmost priority. However, we remain conscious that outer-London is a very different place to inner-London. This is no traffic-free "South Bank". Brent has a population of over 260,000 people and some very busy - and hugely congested - roads spanning the borough. For example, the A5 and the A404 are part of the Transport for London Strategic Road Network, and very busy bus routes.

3.33 Officers were challenged as to how they could genuinely encourage people to feel confident about cycling safely if they felt threatened or vulnerable to vehicular traffic. A good starting point was to get things right 'on-street', to design safer streets.

3.34 Traditional reactions and attitudes to road safety were taking UK road safety policy in the wrong direction—towards more, not less, road danger; towards greater dependency on private cars, greater territorial dominance of our streets by motor vehicles and reduced reliance on, and enjoyment of, the healthy and sustainable active travel modes like cycling.

3.35 The Road Danger Reduction approach facilitated a new way forward for Brent. It presented ways in which the Council could progressively lower the number of casualties (particularly among vulnerable road user groups such as cyclists) whilst raising the quality and amenity of the borough's public spaces at the same time as promoting travel-modes such as cycling which impose the least 'costs', including danger, on other people and on the environment.

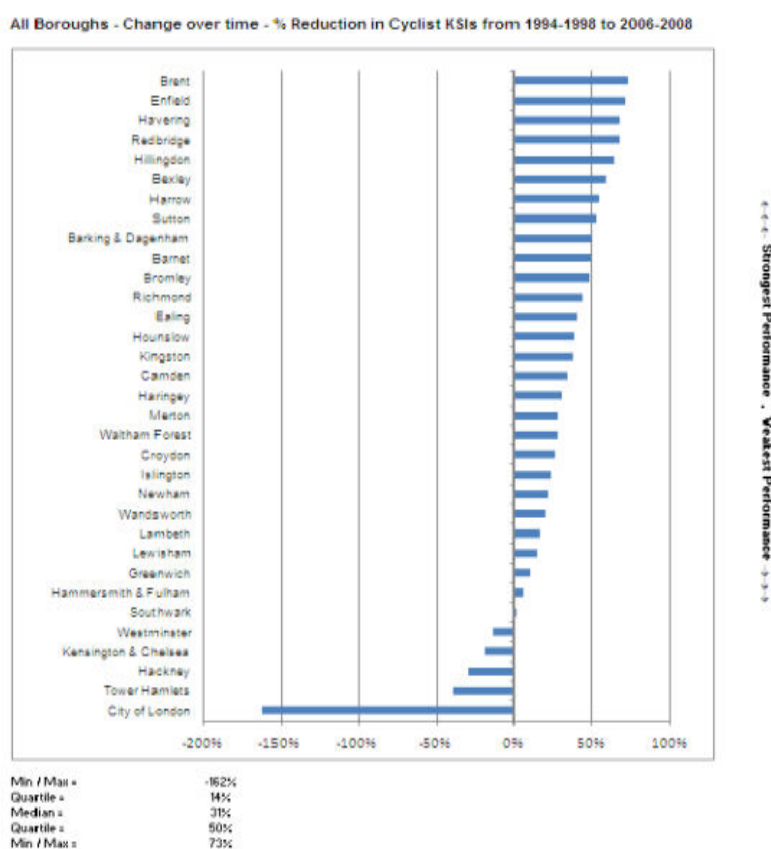
3.36 Over the last five years officers facilitated and drove forward a move from a traditional *Road Safety* policy to embracing the latest *Road Danger Reduction* principles. This approach formed the cornerstone of Brent's first (2006-2011) Local Implementation Plan, and Brent's founding membership of the Road Danger Reduction Forum (RDRF) is documented at www.rdrf.org/pubset.htm. Our Road Danger Reduction Plan can be seen here: www.tiny.cc/lqt6d. Cycling is engrained in the document and features throughout.

3.37 Brent is one of only a small number of London Councils who formed the RDRF. Transport planners ensured the policies were in place to underpin the change. Traffic engineers embraced the policy and encapsulated it in their designs. Officers are proud to have achieved **more than any other London borough** in terms of protecting the most vulnerable road (carriageway) users - cyclists. Brent is also the second most successful borough in terms of reducing the numbers of pedestrians killed or seriously injured on the boroughs road. This is demonstrated later on by way of some charts.

3.38 An independent report into boroughs success rates in reducing cycling casualties (commissioned by Transport for London) speaks volumes. The policy shift away from a traditional, risk-averse 'over-engineering' mindset, towards one that hones in on the real cause of each and every collision (we avoid using terminology such as 'accidents' as this implies the incident was unavoidable) has brought truly excellent performance results.

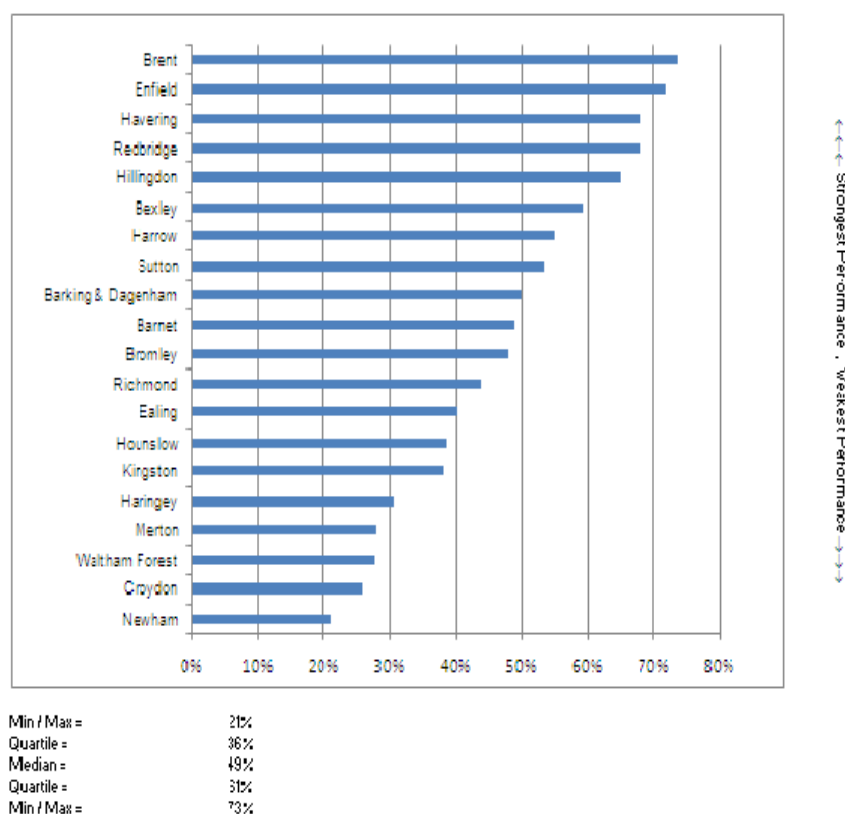
3.39 Analysis conducted over a significant period of time using independent 'Stats-19' data collated by the Metropolitan Police has informed the TfL Report. This demonstrates the huge strides Brent has made in reducing casualties on the boroughs roads and that the borough leads the way in the capital in terms of making the most headway in protecting vulnerable road users.

Brent - 1st place in London. A 73% reduction in the number of cyclists killed or seriously injured whilst cycling in Brent (progress compared here with all London Boroughs):



Reducing cyclist KSI levels (progress compared here against outer-London boroughs only):

Outer London Boroughs - Change over time - % Reduction in Cyclist KSIs from 1994-1996 to 2006-2008



Looking forward.

3.40 Every casualty on our highways network is one too many. Chapter 7 of the Brent's February 2011 Executive Committee approved *Placemaking Guide* - continues to heighten the importance of reducing the sources of road danger on the borough's roads.

3.41 The Guide further sets out how high quality urban design can easily be coupled with cutting edge highways design to lead on casualty reduction, with cyclists (and pedestrians) at the top of a road-user 'hierarchy'. It focuses officers' minds on how we can deliver excellence in the public realm through high quality urban design. It aims to achieve a safe, attractive, accessible and inclusive environment by setting out public realm policy and design guidelines and specifications for materials, street furniture and the layout of streets and spaces that fall within the control of the Council.

3.42 It represents yet another piece of pioneering policy development, taking the very latest thinking from the likes of Manual for Streets Two and affords confidence that everything we do in Brent reflects the very latest thinking and keeps us at the cutting edge of casualty reduction techniques.

Working to improve cycling at the sub-regional level - WestTrans.

3.43 Officers from the Council's Strategic Transportation team are progressing work with TfL and the 5 other WestTrans neighbouring boroughs to review the cycle network and how closely they align with the Barclays bicycle superhighway network. Further TfL advice is currently being sought on “bridging the gap” between the Cycle Superhighways, the London Cycle Network and local routes in Brent, including:

1. Potential future 'cycle superhighway' routes through Brent;
2. Extensions to the Barclays Cycle Hire Scheme into Brent;
3. Developing Cycle Hubs similar to the Kensal Rise Brent Biking Borough hub

Cycle Superhighways

3.44 The WestTrans partnership will be assisting Boroughs in improving connectivity into the cycle superhighways prioritised within the sub-regional plan for introduction within the next 2-3 years:

- CS9 Hounslow to Hyde Park
- CS10 Park Royal to Hyde Park – providing connections into this route will help improve access to this major employment area in Brent

This includes the Identification of subsequent cycle superhighway routes for implementation. Brent officer's suggestions for future Cycle Superhighway routes include:

4. Marble Arch to Willesden, with potential future extension on to Wembley – requiring consideration of access across the North Circular to Wembley via a segregated route
5. Harrow Road to Hyde Park / Marble Arch

Barclays Cycle Hire Scheme

3.45 We will be exploring potential for additional locations for the cycle hire scheme (e.g. South Kilburn) through extending the coverage provided by the cycle stations.

3.46 Developing Cycle Hubs, to include:

- Further development of cycle hubs building on the success of the cycle hubs (such as Kensal Rise) developed through the Biking Borough initiative
- The provision of facilities at the start and end of the journey is as important as providing improvements to cycle lanes along particular alignments, particularly the provision of cycle parking at key rail interchange stations. Stations which act as key transport interchanges need to provide sufficient cycle parking, for example, to encourage cyclists who wish to cycle to an interchange station and not take their cycle with them on the final leg of the journey within London.

- Queen's Park and West Hampstead are already identified as strategic interchange stations; Marylebone station also acts as a key interchange station, and has the potential for improved cycle parking to be provided for cyclists who wish to leave their cycle at the station to use for their onward journey within London to reach their place of work.

4.0 FINANCIAL IMPLICATIONS

5.1 There are no significant financial implications arising from this report. The overarching funding "framework" is presented in paragraphs 3.16 and 3.17 of this report. Schemes mentioned are funded through the Transport for London (TfL) LIP Funding Application/Spending Submittition, as reported to Highways Committee in February 2012.

5.0 LEGAL IMPLICATIONS

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

6.0 DIVERSITY IMPLICATIONS

6.1 Members are not being asked to make any decisions regarding cycling arrangements since this report is for information only. Detailed consideration is given to the duty set out in section 149 Equality Act 2010, namely the need to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not, in the formulation and application of the various policies which are referred to in this report.

6.2 There is no single document which analyses equalities issues regarding cycling because the use of bicycles falls under a number of other policy areas. There is a wide range of policies where the equalities considerations are applied and which consider the use of cycling including those concerning health, road safety and the environment. Some of the policies are those of other agencies such as TfL policies where the public sector equality duty also applies.

7.0 STAFFING IMPLICATIONS

7.1 There are no significant staffing implications arising from this report.

8.0 ENVIRONMENTAL IMPLICATIONS

8.1 There are no significant environmental implications arising from this report. Cycling is one of few "carbon neutral" (at point of use) modes of transport, though arguably not as sustainable a mode of travel as

walking, as the man made materials used to create a bicycle do create a carbon footprint.

BACKGROUND INFORMATION

Any person wishing to inspect the above papers should contact David McKibbin, (Interim) Head of Highway and Transport Delivery, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5151 or Adrian Pigott, Team Leader – Sustainable Transport, 020 8937 5168.

BACKGROUND PAPERS:

APPENDICES

Appendix 1 – Brent Biking Borough

Appendix 2 - Brent Bike-It Programme

Appendix 3 - Brent Cycle Training and Travel Awareness

Appendix 4 - Draft Cycling Action Plan

Appendix 5 - 2012/2013 Capital Programme

APPENDICES 1- 5.

APPENDIX 1 - BRENT BIKING BOROUGH.

Cycle improvements in the Kensal Rise Cycle Hub

A Feasibility Study has been completed that sets out proposed infrastructure improvements that should be implemented to make cycling safer and more convenient in and around the Kensal Rise Cycle Hub.

These improvements include:

- 300 additional cycle parking spaces
- Signed cycle routes to local destinations
- Resurfacing the junction of Wrentham Avenue / The Avenue / Tiverton Avenue
- Two-way access for cyclists along Clifford Gardens (one-way)
- Access for cyclists through the road closure on Hazel Road
- Two-way access for cyclists along Warfield Road (one-way)
- Access for cyclists through the median strip on Brondesbury Park at the junction with Christchurch Avenue
- Advanced Stop Lines at the junction of Sidmouth Road / Brondesbury Park

Following the completion of the Feasibility Study, works taken forward last financial year include:

- New cycle routes are being implemented throughout the Kensal Rise Cycle Hub that have new signage and road markings.
- 47 cycle parking stands (94 spaces) are being installed in the Kensal Rise Cycle Hub.
- Detailed designs have been completed for an additional 53 cycle parking stands (106 spaces) to be installed in the Kensal Rise Cycle Hub in April/May 2012, as part of 2012/13 programme.

Cycling and HGV awareness

With around half of all cycle deaths in London involving a Heavy Goods Vehicle (HGV), the safety of cyclists around HGVs is a particular concern. Two complementary projects aimed at both cyclists and HGV drivers have been implemented in Brent this financial year, to help tackle this issue.

Free CPC accredited training course for HGV drivers

Through TfL's training providers, Brent Council provides a free one day Certificate of Professional Competence (CPC) accredited training course to HGV drivers called 'Safe Urban Driving'. The course has a particular focus on sharing the road safely with more vulnerable road users including cyclists and pedestrians. The course includes a practical element of riding a bike on the road, to provide HGV drivers with the opportunity to experience a cyclist's view.

The training course was promoted to 15 organisations across Brent this financial year, including Brent's contractors and the Park Royal Partnership (in partnership with the London Boroughs of Ealing and Hammersmith & Fulham). Three organisations took up this offer and each arranged for between 15 and 20 of their staff to attend the training.

'Exchanging Places'

'Exchanging Places' events are aimed at cyclists and involve an HGV parked in a location that allows cyclists to climb into the cab and watch another cyclist ride up the left side of the vehicle to experience a driver's blind spot.

As mentioned in the introduction, an *Exchanging Places* event was held on Thursday 22 March just off Kilburn High Road, in partnership with LB Camden and supported by the Metropolitan Police. As part of the event we also had a travel information stand, a Dr Bike service and offered bike security marking.

Cycle security marking

To assist in addressing the issue of cycle theft, free security marking of cycles at events has been provided with the support of the Metropolitan Police. We use the Bike Register security marking system which is linked to national Police approved database.

Cycle security marking was provided at:

1. Aladdin's Cave event on 22 October 2011
2. Salusbury Rd Farmers Market on 26 February 2012
3. Northwick Park Hospital Cycle event on 13 March 2011
4. Wembley Stadium Cycle event on 15 March 2012
5. Central Middlesex Hospital Cycle event on 21 March 2011
6. Exchanging Places event on 22 March 2012

Residential cycle parking

It is recognised that the lack of cycle parking and storage facilities can be a barrier to cycling, particularly for those wanting to cycle who don't have a suitable space to store a bike at home. Our residential cycle parking programme is designed to overcome this barrier.

We are working to install a secure cycle parking facility for residents of Debham Court in Pinemartin Close (Cricklewood) and is a joint project with Network Stadium. There are currently no cycle storage facilities in the area and a need has been identified through consultation with local residents.

Planning permission has been sought for the facility and additional funding has been provided by Brent Council via the Ward Working fund. The cycle parking facility will be launched in May 2012 and a cycling promotion event will also be held that will involve Dr Bikes, cycle security marking, cycle training sessions, cycle route planning and a cycle information stall.

Local community and workplace cycle events

We work with local community groups, schools and workplaces to organise events that promote cycling. These events can involve a wide range of activities, including:

- Dr Bike - a qualified bike mechanic giving bikes a "check-up" and undertaking minor repairs
- Cycle maintenance workshops
- Cycle route planning
- Cycle information stall – information on cycle routes, cycle training and security
- Group cycle training sessions
- Bike breakfast, lunch or picnic event
- Cycle security marking and advice on avoiding cycle theft
- Group cycle rides led by qualified instructors

The following cycle events were held last financial year:

1. A led ride to the Bike Show at Excel for youth from the Cricklewood area on 15.01.12
2. Northwick Park Hospital Cycle event on 13.03.11 involving a Dr Bike and cycle security marking
3. Wembley Stadium Cycle event on 15.03.12 involving a Dr Bike, a bike breakfast, a bike maintenance class, cycle security marking, a cycle information stall and a Cycle to Work Scheme stall

4. Kilburn Park School Cycle event on 20.03.12 involving a Dr Bike, a BMX show and cycle skills training.
5. Central Middlesex Hospital Cycle event on 21.03.11 involving a Dr Bike and cycle security marking

Raising the Profile of Cycling

To ensure that cycling is widely promoted, a number of activities were undertaken last financial year including:

- Brent Council's website and intranet are in the process of being updated with more cycling information including details of the Biking Borough programme.
- A leaflet that highlights the location of the new cycle routes in the Kensal Rise Cycle Hub as well as promoting cycling in general has been produced and these will be delivered to all households and businesses in the Hub (approximately 5,000) and will also be given out to people attending local events.
- A letter has been drafted that will be sent to all GP surgeries in Brent when the new cycle training leaflets (currently being updated by CTUK) have been completed.

Bike recycling

As part of the Biking Borough programme support is given to *Cycletastic* - a local group of volunteers who have a bike shed off Willesden Lane in North Kilburn - where they undertake bike maintenance and recycle bikes that are then available for sale. Cycletastic also organise local cycle events and activities throughout the year.

With the support of the Biking Borough funding, Cycletastic delivered a number of local initiatives including:

1. Bike maintenance workshops on 18.02.12 and 19.02.12 at Salusbury Primary School
2. Cycle skills training for children and their parents during half-term, 13.02.12 - 16.02.12
3. A community Dr Bike event at Salusbury Farmers Market on 19.02.12

APPENDIX 2 - BRENT BIKE IT PROGRAMME.

Schools and related activity included as part of the first year of this programme in 2011-2012 included:

St Joseph's Catholic Primary

- St. Joseph's was the first school in Brent to sample the "Bike Powered Cinema". Each year group had a chance to come and take turns to have a go at powering the system, while their classmates watched "The Adventures of Tin Tin".
- Kit sale for children parents and staff to purchase reduced price bike safety accessories, helmets, lights locks etc.
- Assembly
- Bike It Crew meeting
- Champion meeting
- Bike Spring Clean event - As the days began to get a bit lighter and warmer we ran a Bike Breakfast along with a Bike Spring Cleaning activity to give children, parents and staff the chance to get rid of the winter cobwebs or winter grime and give their bikes a bit of TLC.

Malorees Junior School

- "Champion" meeting
- "Bike It Crew" Meeting
- Whole school assembly
- Bike Maintenance sessions for mums x2. One covering a basic M Check and the other on how to fix a puncture.
- Kit Sale
- Bike Spring Cleaning event, as above.
- Big Pedal – the national virtual bike race run by Sustrans. Nationally 890,304 journeys by bike or scooter in 3 weeks. Malorees clocked a total of 892 journeys, so pretty good going! All the cyclists from the class that achieved the highest number of cycle journeys during the competition will be going on a bike ride next term as a reward.

St Mary Magdalen's CE Primary

- Champion meeting
- Bike It Crew Meeting
- Whole school assembly
- Bike skills sessions for each year group – a chance to improve on safe bike handling skills while playing games on the playground
- "*Bling your bike*" competition – children decorated their bikes at home in the theme of spring, using anything they could find or make. The best dressed bikes won some exciting bike related prizes!
- Big Pedal – the national virtual bike race run by Sustrans. Nationally 890,304 journeys by bike or scooter in 3 weeks. St Mary Magdalens clocked a total of 113 journeys, so pretty good going!

Carlton Vale Infants

- Champion meeting
- Bike It Crew Meeting
- Whole school assembly
- Kit sale
- Bling your bike Competition -
- Bike Skills Sessions,

- Bike Day! - Partnership Event with Biking Borough, A fantastic day bringing together a host of local cycling organisations including Cycletastic, LCC, CTUK and Brent PCSO's, with Dr Bike, Cycle Skills sessions, Security Marking and a Bike Stunt Show!

Kilburn Park

- Champion meeting
- Bike It Crew Meeting
- Whole school assembly
- Bike Breakfast,
- Dr Bike,
- Security marking from Brent PCSO's (as an independent event).
- Bike Day! - Partnership Event with Biking Borough, A fantastic day bringing together a host of local cycling organisations including Cycletastic, LCC, CTUK and Brent PCSO's, with Dr Bike, Cycle Skills sessions, Security Marking and a Bike Stunt Show!

Chalkhill Primary

- Champion meeting
- Bike It Crew Meeting and creative notice board session
- Whole school assembly
- Bike Breakfast,
- Dr Bike,
- Big Pedal – the national virtual bike race run by Sustrans. Nationally 890,304 journeys by bike or scooter in 3 weeks. Chalkhill clocked a total of 893 journeys, so pretty good going! Position 388 out of over 1000 schools. All the cyclists from the class that achieved the highest number of cycle journeys during the competition will be going on a bike ride next term as a reward.

Wembley Primary

- Champion meeting
- Bike It Crew Meeting and creative notice board session
- Whole school assembly
- Bike Breakfast,
- Security marking from Brent PCSO's (as an independent event).
- Big Pedal – the national virtual bike race run by Sustrans. Nationally 890,304 journeys by bike or scooter in 3 weeks. Wembley clocked a total of 1122 journeys, so pretty good going! Position 516 All the cyclists from the class that achieved the highest number of cycle journeys during the competition will be going on a bike ride next term as a reward.

St Andrew and St Francis CE Primary

- Champion meeting
- Bike It Crew Meeting
- Whole school assembly
- Bike Breakfast,
- Dr Bike,
- Security marking from Brent PCSO's (as an independent event).
- Cycle to school week. All the cyclists from the class that achieved the highest number of cycle journeys during the competition will be going on a bike ride next term as a reward.

Fryent Primary

- Champion meeting
 - Bike It Crew Meeting and creative notice board session
 - Whole school assembly
 - Bike Breakfast,
- Security marking from Brent PCSO's (as an independent event).

Leopold Primary

- Champion meeting
- Bike It Crew Meeting and creative notice board session
- Whole school assembly x2
- Bike Breakfast,
- Security marking from Brent PCSO's (as an independent event).

Mitchell Brook Primary

- Champion meeting. They have decided to hold off on engaging with the project due to lack of storage.

Capital City Academy

- Champion meeting

Key activities planned for Spring 2012 Term.

- Bike rides from the Big Pedal. The classes that achieved the highest number of cycle journeys during the Big Pedal will be awarded a class bike ride for children and parents.
- Pupils at Brent Bike It Schools will have the opportunity to take part in the Sustrans Heroes scheme – An Olympic Inspire Marked scheme for children who want to complete tasks in the seven Olympic and Paralympics themed challenges, win medals and have the chance to win bike!
- Incentive scheme linked into the Bike It Heroes Challenge. Bike rides as prize for top class.
- Olympic sports taster sessions, trips to BMX tracks
- Olympic themed Bling your Bike activities/competitions
- More Dr Bike
- Bike cleaning
- Bike maintenance and puncture fixing lessons for children and parents
- Bike skills sessions
- Bike rides
- Bike Ballet
- Smoothies at school fairs
- Engaging new schools

Press coverage from last term ...29/3/12 Kilburn Times

BMX star rides into town to meet pupils

It's all part of scheme to keep them active

by Lorraine King

lorraine.king@archant.co.uk

Photogr
Bike Spr

Youngsters in South Kilburn were amazed by a display of stunt tricks by top BMX cyclist Keelan Phillips to mark their schools' involvement in the Bike It project.

Pupils of Kilburn Park Foundation School and Carlton Vale Infant School, both in Malvern Road, watched as he demonstrated different freestyle tricks.

Safety

Keelan, who leads the stunt group Style Bicycles, also took part in a question-and-answer session with the children about cycling safety and showed them the basics of riding.

Both schools are among those in the borough involved in the Bike It project,



■ Keelan Phillips with schoolchildren

a partnership between schools, Brent Council, NHS Brent and cycling charity Sustrans to encourage more young people to get on their bikes.

Ruth Chiat, Sustrans Bike It officer for Brent, said: "It's so fantastic to have so much cycling going on in one day! It's been a real fun event with lots of children and parents getting involved

and so many different people and organisations contributing to bring all these different elements together."

Last year a new cycle shed was opened at Malorees Junior School as part of Bike It in Brent.

■ For advice on how children can be encouraged to cycle visit www.sustrans.org.uk/freerangekids

Highways
17 July 20



APPENDIX 3 - BRENT CYCLE TRAINING & TRAVEL AWARENESS.

Schools.

Overseen and managed by Council officers, in the 2011-2012 financial year Cycle Training UK (CTUK) - the Council's approved Cycle Training Delivery Partner - provided training at 36 schools in the borough. This figure includes the year round provision of cycle training for children with special needs within the curriculum at Woodfield School.

Individuals (1-1 cycle training).

The number of individuals trained in Brent last year was 159. Of these 125 received one-to-one sessions, and 34 were trained as part of a larger group.

Travel Awareness.

CTUK attended 7 events over the last financial year, either providing Dr Bike services to the general public or to employees at a workplace. Brent officers support these events by way of attendance.

As well as checking and fixing over 100 bikes, our instructors took the opportunity to liaise with the public, promoting cycling in the borough and handing out leaflets.

At the Kilburn Park Foundation School event on 20 March 2012, as well as providing bike repairs, approx 50 children were given Bikeability level 1 skills training in groups.

The total budget spent on Travel Awareness amounted to £2000.00

Organisation	Date	Notes/Bikes checked	Type
Central Middlesex Hospital	22-Mar-11	10	Dr Bike Employer
Northwick Park	23-Mar-11	17	FIXED Public Event (Dr Bike only)
Gladstonbury	19-Jun-11	28	FIXED Public Event (Dr Bike only)
Queensbury Festival	03-Jul-11	18	FIXED Public Event (Dr Bike only)
Kingsbury High	09-Jul-11	19	Dr Bike Employer
Northwick Park	09-Jul-11	8	FIXED Public Event (Dr Bike only)
Kilburn Park School Foundation	20-Mar-12	40+ bikes 50 children level 1 skills	Dr Bike + Control skills / Games Youth/School

APPENDIX 4.

DRAFT CYCLING ACTION PLAN. SPORTS SERVICES - HIGHWAY & TRANSPORT DELIVERY.

MARCH 2012.

	Aims	Actions	Outcomes	Lead Partner	Responsibility for delivery
Community Cycling Network	Establish the Brent CCN network group to implement and review the Cycling Development Plan	<ul style="list-style-type: none"> Identify key partners & invites to initial meeting Ensure membership is representative of all cycling deliverers Ensure engagement with a range of professional bodies 	<p>Encourage as many clubs, coaches, deliverers/providers as possible in the development of the network group</p> <p>Group to confirm their role; membership and governance arrangements</p> <p>Sport & Parks to support network</p>	<p>Sports & Parks</p> <p>Transportation</p> <p>Brent Council</p>	
Changing behaviour	Cycling to increase contribution towards raising levels of physical activity through recreational cycling				
	Increase the numbers of adults cycling to work	<ul style="list-style-type: none"> Encourage employers to increase the number of staff travelling to work in a sustainable way, for example through participation in the tax free bike purchase scheme Highlight the free cycle training offered by the Council to anybody who works (or lives/studies) in the borough 	<ul style="list-style-type: none"> Improve access to employment opportunities More people Cycling, more safely and more often Ensure staff are aware of benefits and opportunities available to them via easily accessible and frequently updated information on the internet. Consider using social media (i.e. – Facebook etc...) Ensure secure cycle parking is in place 	<p>Transportation – Brent Council</p> <p>Sports & Parks Service – Brent Council</p> <p>NHS Brent</p>	

		<ul style="list-style-type: none"> • Key public sector organisations in Brent to demonstrate best practice in encouraging more employees to cycle to work through Green Travel Plans etc • Review and ensure employers adopt plans – workplace, health & well being strategy. Cycle discount offer, Dr Bikes 			
	Aims	Actions	Outcomes	Lead Partner	
	Increase the numbers of children cycling to school and for other purposes	<ul style="list-style-type: none"> • Encourage schools to adopt travel plans which include provision of secure cycle parking. • Complete roll out of Sustrans 'Bike It' project • Continue with the 'Bikeability' scheme • Support the continued development of the Healthy Schools Programme • Raise profile of free cycle training available to 	More journeys to school to be made by cycling.	Transportation – Brent Council	

		families so that children and their parents can be trained together and are likely to continue to cycle as a family for leisure purposes.			
	Encourage cycling through effective travel planning	<ul style="list-style-type: none"> • Increase cycling through an effective programme of travel planning projects • Promote Smarter Choices guidance to assist in the production of school and employer travel plans. 	<ul style="list-style-type: none"> • More people cycling, more safely and more often 	Transportation – Brent Council	
	Aim	Action	Outcome	Key Partner	
		<ul style="list-style-type: none"> • Promote and deliver actions from LIP (Local Implementation Plan) and Biking Borough. 	<ul style="list-style-type: none"> • Review restrictions & bans on cyclists, for example, across parks. • Increase cycle parking • School Cycling initiatives • Maintenance & Advice clinics • Continued roll-out of cycle training • For detail refer to LIP and Biking Borough (TfL funded projects) 	Transportation – Brent Council	
	Support and encourage local and national initiatives that aim to increase participation in cycling	<ul style="list-style-type: none"> • Champion local and national initiatives like Bike Week and Sky Ride 	<ul style="list-style-type: none"> • More people cycling, more safely and more often 	All partners	
	To encourage cycling as a means of	<ul style="list-style-type: none"> • Encourage sustainable Exercise Referral 	<ul style="list-style-type: none"> • Breeze project 10 leaders trained 5 rides 30 women riding	All	

	tackling health problems associated with physical inactivity or sedentary lifestyles	<p>Scheme</p> <ul style="list-style-type: none"> Target hard to reach groups 	<ul style="list-style-type: none"> Sky Rides <p>6 cycling routes designed 10 leaders trained 3 route planners trained 10 Sky Ride led rides 300 ride opportunities created by the 10 led rides</p>		
	Aim	Actions	Outcomes		
	To increase cycling throughout Brent	<ul style="list-style-type: none"> Ensure that sustainable and active travel is encouraged in the borough 	<ul style="list-style-type: none"> More people cycling, more safely and more often Increase cycle parking Develop future cycle routes where practicable/affordable Ensure roads are well maintained Dr Bike cycle maintenance programmes 		All
	Identify cycling for sport and active recreation opportunities particularly amongst children and young people	<ul style="list-style-type: none"> Include cycling in holiday programmes London Youth Games Sky Rides Continuation of schools programmes in the south of the borough 	<ul style="list-style-type: none"> Cycling to be included in at least one holiday programme per year Enter Team into LYG 50 children riding 	<p>Sports & Parks Service</p> <p>Schools</p>	
	Aim	Actions	Outcome	Key Partners	
	Showcase and share best practice in delivery and promotion of cycling routes	Develop a cycling infrastructure benchmarking programme	Raised profile of cycling issues and improved partnership working between key stakeholders	<p>Sustrans</p> <p>British Cycling</p>	
Sustainable	To create	<ul style="list-style-type: none"> Deliver cycle 	<ul style="list-style-type: none"> Improved corridor 	Transportati	

travel encouraged via better cycling infrastructure	safe, attractive and convenient infrastructure for cycle travel	<ul style="list-style-type: none"> infrastructure enhancements set out in the LIP 2011-2014 Encourage local authorities to develop more 20mph zones where appropriate 	<ul style="list-style-type: none"> connectivity as well as increasing cycle usage meeting Mayor's 5% mode share target Increased number of 20mph zones 	on	
	Aim	<ul style="list-style-type: none"> promoting cycling at new developments (high quality and secure facilities, cycle only links etc.) increasing visibility of cycling through the introduction of a Cycle Superhighway extension of Cycle Hire Scheme/opportunity for Cycle hire schemes in Wembley 	<ul style="list-style-type: none"> Better quality cycle infrastructure incorporated within new developments Additional cycle superhighway routes subsequent to current CS9 and CS10 (e.g. Marble Arch to Willesden and Harrow Road to Hyde Park) Wider coverage of cycle hire network through provision of additional cycle hire stations 	Key Partner	
		Action	Outcome		
	To provide high quality cycle parking and storage facilities for use by cyclists	<ul style="list-style-type: none"> Organisations to adopt standards for secure cycle parking provision that follows best practice Key public sector bodies to encourage more employees to cycle to work, for example through provision of changing facilities 	<ul style="list-style-type: none"> Better quality, accessible provision of cycling facilities at workplaces and other key destination Sports Centre's to ensure cycle storage accessible Tube stations to be included in the provision of cycle storage 	Leisure Connection Transportation	

		<ul style="list-style-type: none"> Brent Biking Borough project 			
	To protect and enhance open green spaces and access to them for cyclists	<ul style="list-style-type: none"> Cycling in Parks Cycle routes on roads 	<ul style="list-style-type: none"> 6 cycle routes designed 3 parks where cycling is permitted and cycle routes are marked Open spaces protected and enhanced Refer to LIP 2011-2014 	Transportation Sports & Parks	
	Aim	Actions	Outcomes	Key partners	
	Maintain and promote key cycle routes in Brent in partnership with Sustrans and TFL	<ul style="list-style-type: none"> Ensure that local and National Cycle Networks are properly maintained, including routine work on surface repair To develop potential for traffic free provision for cyclists along canal towpaths and parks 	<ul style="list-style-type: none"> Increased length and usage of the National Cycle Network in Brent Traffic free provision made along canal towpaths and parks 	Sports & Parks British Waterways	
	To ensure high standards of technical excellence in infrastructure provision (roads, streets, canals, public spaces, workplaces) for cycling	<ul style="list-style-type: none"> Encourage highways engineers and planners to implement design and technical guidance for cycling infrastructure To encourage good on-road provision for cyclists New transport, land use and planning decisions to be assessed to ensure good access for cyclists 	<ul style="list-style-type: none"> Better cycling infrastructure that meets the needs of all users including disabled people 	Transportation Planning Highways British Waterways Sports & Parks	
	Aim	Actions	Outcomes	Key Partners	
Facilities	To create satellite	<ul style="list-style-type: none"> To identify suitable 	<ul style="list-style-type: none"> Holiday programmes and London Youth 	Schools	

	cycling facilities	schools and parks within the borough with appropriate facilities and negotiate access	Games training programmed at schools, sports centres and parks <ul style="list-style-type: none"> Breeze projects Sky rides 	Sports & Parks	
	To create a number of areas for alternative cycling sports	<ul style="list-style-type: none"> Feasibility study on re-introducing BMX activity at Chalkhill Explore other potential sites for cycling 	<ul style="list-style-type: none"> BMX facility installed Research/consultation carried out 	British Cycling Sports & Parks	
	Aim	Actions	Outcomes	Key Partners	
Coaching, Volunteering and Training	Introduction of the National Standards for cycling in the UK	<ul style="list-style-type: none"> Build the capacity within Brent for delivery cycle training to the National Standard by supporting the training of new instructors 	<ul style="list-style-type: none"> Over 75 new instructors to be trained Breeze Projects <ul style="list-style-type: none"> 10 leaders trained per year Sky Rides <ul style="list-style-type: none"> 20 leaders trained per year Schools (parents & teachers) <ul style="list-style-type: none"> 15 leaders trained per year 	Cycle UK Sports & Parks British Cycling	
	Aim	Actions	Outcomes	Key Partners	
Partnership & Clubs	Promote the potential volunteering opportunities for adults to support existing clubs	<ul style="list-style-type: none"> Volunteer campaign developed and implemented. 	<ul style="list-style-type: none"> Increase the number of adult volunteers by 10% 	Sports & Parks Clubs British Cycling	
	Where appropriate provide individual clinic meetings	<ul style="list-style-type: none"> Support potential new clubs If BMX facility built 	<ul style="list-style-type: none"> 2 clubs have their own development plan in place. Establish BMX club 	Sports & Parks British Cycling	

	with clubs to provide specific advice and support for funding bids and production club development plans Attract new clubs to the borough				
	Aim	Action	Outcome	Key Partner	
	Support and develop local clubs	<ul style="list-style-type: none"> Encourage clubs to attend the 'club fest' and other relevant events 	<ul style="list-style-type: none"> Clubs profiles increased through engagement with wider events organised by Sports Services 	Pro Active West Sports & Parks Service	
		<ul style="list-style-type: none"> Provide individuals support to clubs that would like to develop their internal structures (such as constitution, accounts etc) 	<ul style="list-style-type: none"> Individual support provided to clubs wishing to develop their internal structures 	NGBs Pro Active West Sports & Parks Service	
Schools/Young People	Improve the links between local clubs & the school sport sector	<ul style="list-style-type: none"> Undertake a detailed review of current provision of cycling provided in a school setting 	<ul style="list-style-type: none"> Review undertaken 	Schools	
		<ul style="list-style-type: none"> Organise an annual meeting with key representatives from school sport and local clubs to produce a concise plan of action for the development of school club links, taster sessions, school festivals 	<ul style="list-style-type: none"> Annual meetings in place, resulting in the development of an action plan articulating cycling club links with the education centre 	Schools Clubs	
	Aim	Action	Outcome	Key Partner	
		<ul style="list-style-type: none"> Where appropriate 	<ul style="list-style-type: none"> Improved links established 	Clubs Sports &	

		encourage young leaders to support cycling in the borough		Parks	
	Increase the number of competitive opportunities available for young people	<ul style="list-style-type: none"> Open the selection process to all (relevant) clubs to allow more young people the opportunity to participate in the London Youth Games 	<ul style="list-style-type: none"> Ensure open selection methods are incorporated through the engagement of all local clubs 		
		<ul style="list-style-type: none"> Organise Triathlon event at Willesden sports Centre Promote and encourage club activities for young people 	<ul style="list-style-type: none"> Annual Event 		
	Aim	Actions	Outcome	Key Partners	
Publicity & Marketing	Promote the wide range of benefits that can be achieved through cycling	<ul style="list-style-type: none"> Aim for NHS Brent and Brent Council's plans, policies and activities to be integrated to deliver improved promotion of cycling 	<ul style="list-style-type: none"> More people cycling, more safely, more often 	Sports & Parks Service Transportation	
	Increase the profile of cycling	<ul style="list-style-type: none"> Produce an online guide to cycling Place copy of the Cycling Development Plan online 	<ul style="list-style-type: none"> Webpage uploaded Development plan uploaded Leaflets printed a distributed promoting cycling and cycle 	Sports & Parks Service Webteam	

		<ul style="list-style-type: none"> Design and prints a series of leaflets to promote cycling in Brent 	activities		
	Raise the profile of Cycling in Brent through National and local initiatives	<ul style="list-style-type: none"> 2012 Olympics & Paralympics Go Ride Sky Rides Breeze Tour de France Tour of Britain 	<ul style="list-style-type: none"> Programmes/events delivered 	Sports & Parks Service Transportation	
	Aim	Action	Outcome	Key Partners	
		<ul style="list-style-type: none"> Work with Clubs, schools and cycling providers to improve their marketing skills to a wider audience 	<ul style="list-style-type: none"> Increase in club membership Increase in number of people cycling 	Clubs Sports & Parks British Cycling	
Funding	Seek external funding for expertise and time to lead, manage and deliver cycling projects	<ul style="list-style-type: none"> Review the need for a community coach in cycling to improve school links, develop taster sessions, open festivals etc. Explore possibilities re: funding 	<ul style="list-style-type: none"> Need established – apply for funding and successful applications recorded A Community Cycling development Officer in post 	Sports & Parks	
	Provide support and advice to attract more funding into local clubs	<ul style="list-style-type: none"> Develop examples of best practice to highlight to clubs how successful funding bids have been produced 	<ul style="list-style-type: none"> Produce examples for clubs to access 	Sports & Parks Transportation	
Monitoring & Evaluation	Monitor Progress made against the actions contained in this plan	<ul style="list-style-type: none"> Undertake regular evaluation of progress against the actions contained in this plan Steering group to evaluate progress 	<ul style="list-style-type: none"> A robust evidence base established in order to measure progress and inform future targets 	Sports & Parks Transportation	

APPENDIX 5.

Detailed breakdown of Brent's 2012/13 TfL LIP programme – funded transportation interventions to benefit cycling across Brent.

Scheme ref/title	Scheme type	Allocation (£k)	Wards affected
RO1 - A4089 Ealing Road (Glacier Way to Bridgewater Road)	Carriageway Maintenance	75	Alperton/Wembley Central
RO2 – A404 Harrow Road (Roundtree Road to Rugby Avenue)	Carriageway Maintenance	96	Sudbury
RO3 – A407 Walm Lane (from Station Parade to High Road Willesden)	Carriageway Maintenance	88	Willesden Green/Mapesbury/Dudden Hill
RO4 – A404 Harrow Road (from Jesmond Avenue to Flamstead Avenue)	Carriageway Maintenance	78	Tokington
RO5 – A404 Harrow Road (from Victoria Avenue to Monks Park)	Carriageway Maintenance	48	Tokington
RO6 – A4005 Bridgewater Road (from Whitton Avenue to Nos 146)	Carriageway Maintenance	132	Alperton/Sudbury
RO7 – A404 Watford Road by Northwick Park hospital	Carriageway Maintenance	70	Northwick Park
RO8 – A407 High Road Willesden (Dudden Hill Lane to Huddlestons Road)	Carriageway Maintenance	124	Dudden Hill
RO9 – A4006 Kenton Road (Hawthorne Avenue to Gayton Road)	Carriageway Maintenance	77	Northwick Park
RO (carriageway maintenance) – sub-total:	Carriageway Maintenance	788	
CO/1 – A5 Corridor, integrated	Corridors &	50	Dollis

transport interventions. Building on the bus priority measures delivered during 2010/11 and 2011/12. To develop a new series of Casualty and congestion reduction measures along the Shootup Hill, Cricklewood Broadway of the A5 - including bus priority/accessibility proposals for delivery 2013/14 onwards.	Neighbourhoods		Hill/Mapesbury
CO/2 - Blackbird Hill – Neasden Lane North - Tanfield Avenue - Crest Road. Bus led improvements, mainly linked to rationalisation of resident parking which was causing bus service reliability issues.	Corridors & Neighbourhoods	20	Dollis Hill
CO/3 - Chamberlayne Road (Kensal Rise). Continuation of the corridor project delivering safety, accessibility and cycling measures along the Kensal Rise Station section of Chamberlayne Road.	Corridors & Neighbourhoods	100	Queens Park/Brondesbury
CO/4 - Chichelle Road (From Melrose Avenue to Cricklewood Broadway) road danger reduction interventions. Delivery of road danger reduction measures around the Melrose Avenue/Chichelle Road junction.	Corridors & Neighbourhoods	80	Mapesbury
CO/5 - Ealing Road (north) - from Bridgewater Rd to High Rd, Wembley inc. High Rd Wembley Jctn with Lancelot Rd. Continued development, consultation and commencement of implementation of a series of parking control, pedestrian access and casualty & congestion reduction measures along the section of Ealing Road between the High Road and Bridgewater Road.	Corridors & Neighbourhoods	150	Wembley Central

CO/6 - High Rd Wembley - Wembley Hill Rd - Empire Way - Bridge Rd; Olympic 2012 Interventions. To complete outstanding elements of the pre-Olympic funded public realm and accessibility project along Empire Way.	Corridors & Neighbourhoods	10	Wembley Central / Tokyngton
CO/7 - Wembley Area (Olympics 2012) Legible London Pedestrian Way finding Intervention. To complete the pre-Olympic funded public realm and accessibility project providing additional Legible London signage to the new Civic Centre.	Corridors & Neighbourhoods	10	Wembley Central/ Tokyngton
CO/8 - Willesden Green STC (High Rd Willesden - Willesden Lane Jctn - Walm Lane). Continuing the accessibility and public realm improvements within the Willesden Town Centre corridor/area. Also providing improved access to Dollis Hill Station and around the Walm Lane/Willesden Lane junction	Corridors & Neighbourhoods	190	Willesden Green
CO/9 - Kenton Road - Orchard Grove - Preston Hill (Road danger reduction interventions) Consultation and implementation of casualty reduction measures developed during the 2011/12 financial year.	Corridors & Neighbourhoods	80	Kenton
CO/10 - High Road, Willesden - Brenthurst Road - Cobbold Road (Road danger reduction interventions) Consultation and implementation of casualty reduction measures developed during the 2011/12 financial year.	Corridors & Neighbourhoods	90	Willesden Green
CO/11 - Dudden Hill Lane - Burnley Road - Chapter Road (Road danger reduction interventions). Consultation and	Corridors & Neighbourhoods	90	Dudden Hill

implementation of casualty reduction measures developed during the 2011/12 financial year.			
CO/12 - Preston Road - Elmstead Avenue (Road danger reduction interventions). Development and implementation of pedestrian casualty reduction measures on Preston Road by the Elmstead Avenue junction	Corridors & Neighbourhoods	50	Preston
CO/13 - Bus Stop Accessibility Programme. Introduction of road marking and kerb-line adjustment to facilitate improve access to and from bus stops around the borough.	Corridors & Neighbourhoods	100	Borough-wide
CO/14 - Kenton Road Junction with Claremont Avenue. Road danger reduction interventions. Development of pedestrian casualty reduction measures around the Claremont Avenue junction on Kenton Road	Corridors & Neighbourhoods	15	Kenton
CO (corridors) sub-total:		1,035	
NH/1 - Sudbury and Harrow Road (Small Town Centre Area). Continued delivery of the local Town Centre scheme rationalising and enhancing the existing bus stops/stand facilities, providing better parking and loading facilities for local businesses. Improved access to Sudbury & Harrow Rail Station and enhanced public realm interventions	Corridors & Neighbourhoods	100	Sudbury
NH/2 - Rugby Avenue - Sudbury Avenue - Harrowdene Road Area Delivery of the 20mph zone, cycling and weight limit proposals developed during 2011/12	Corridors & Neighbourhoods	240	Sudbury

NH/3 - Donnington Road - Peters Avenue - Holland Road Area. Delivery of the 20mph zone, cycling and school safety proposals developed during 2011/12	Corridors & Neighbourhoods	190	Brondesbury Park / Willesden Green / Kensal
NH/4 - Chevening Road - Harvist Road Area - merge TMO with Aylestone Avenue Area ZO. Development and consultation of a Neighbourhood scheme within the Chevening Road area, including speed reduction and cycling measures.	Corridors & Neighbourhoods	30	Brondesbury Park / Queens Park
NH/5 - Car Clubs. A small element of funding for use in promoting the concept of car clubs and attempting to increase for demand for car clubs - particularly in the north of Brent.	Corridors & Neighbourhoods	5	Borough-wide
NH/6 - Installation of Electric Vehicle Charging Points (EVCPs). To facilitate the introduction of three more electric vehicle charging points (EVCPs), building on the four existing points currently in the borough	Corridors & Neighbourhoods	40	Borough-wide
NH/7 - Environmental health initiatives. Continued support for Brent's Environmental Health team for localised air quality monitoring linked to motor-borne air pollution	Corridors & Neighbourhoods	10	Borough-wide
NH/8 - Urban Realm / Street Trees. To facilitate the planting of new, shallow-rooting street trees linked to urban realm improvement projects spanning the borough	Corridors & Neighbourhoods	25	Borough-wide
NH/9 - Development and delivery of new and review of existing parking and waiting and loading restrictions and problem points around the borough.	Corridors & Neighbourhoods	60	Borough-wide

NH/10 - LIP-2 Policy: Studies/policy development for sustainable transport improvements Brent-wide	Corridors & Neighbourhoods	5	Borough-wide
NH/11 - Wembley Regeneration - Engineers Way and Civic Centre area Urban realm improvements. Delivery of accessibility and public realm improvements along Engineers way including enhanced pedestrian facilities on Empire Way signal junction.	Corridors & Neighbourhoods	300	Tokington
NH/12 - Greenhill Park – Nichol Road Area. Neighbourhood Scheme. Rationalising parking, assessing rat-running and potential speeding issues, addressing road casualty figures, improving the urban realm, planting street trees	Corridors & Neighbourhoods	30	Harlesden
Neighbourhoods sub-total:	Corridors & Neighbourhoods	1,035	
Corridors & neighbourhoods sub-total:	Corridors & Neighbourhoods	2,070	
SM/1 - School Travel Plans (engineering measures). Including new/improved pedestrian crossing facilities and Walking Initiatives. Development and delivery of accessibility and pedestrian safety measures around and on the routes to various schools.	Supporting Measures	275	Borough-wide
SM/2 - School Travel Plans (non-eng' measures) programme. "Smarter Travel" interventions linked to the development of school travel plans across Brent	Supporting Measures	25	Borough-wide
SM/3 - "Bike It" project, Sustrans/Brent. A partnership project with Brent NHS, Sustrans have been commissioned to lead	Supporting Measures	30	Borough-wide

on this targeted cycling development project, offering training and promoting the health/lifestyle benefits of cycling			
SM/4 - Transport policy & travel awareness programme. Ongoing travel awareness work, such as events and promotional activities, magazine articles and adverts to promote the use of sustainable transport across Brent.	Supporting Measures	10	Borough-wide
SM/5 - Education, Training & Publicity (ETP) initiatives. Road danger reduction related activities across the borough, such as awareness raising campaigns and other promotional activities - all related to making a Brent's roads safer for all road users.	Supporting Measures	30	Borough-wide
SM/6 - Adult & child cycle training programme. An annual programme of cycle training activity delivered on behalf of the Council by Cycle Training UK	Supporting Measures	90	Borough-wide
SM/7 – West London Alliance – sub regional travel planners. Brent's contribution to the travel-planning support provided to the borough by the West London Travel Planners - based in Ealing (via the "WestTrans" Partnership).	Supporting Measures	30	Borough-wide
SM/8 - School Buses Escort Programme. Community safety officers / school bus escort.	Supporting Measures	30	Borough-wide
SM/9 - Workplace Travel Plans – Brent-wide. To support the work of Brent's policy/sustainable transport team relating to the development of workplace travel plans within the borough.	Supporting Measures	10	Borough-wide
SUPPORTING MEASURES	Supporting Measures	530	

SUB-TOTAL			
TOTAL FOR ALL NEIGHBOURHOOD, CORRIDOR & SMARTER TRAVEL INTERVENTIONS (EX MAJOR SCHEMES AND CARRIAGEWAY MAINTENANCE)	Neighbourhoods, Corridors and Supporting Measures	2600	
HARLESDEN MAJOR SCHEME		500	Harlesden
LOCAL TRANSPORT (DISCRETIONARY) FUNDING		100	
TOTAL		3,988	

TABLE (3)

	2011/12 (£,000)	2012/13 (£,000)	2013/14 (£,000)
Formula Based	2711	2600	2229
Local Transport Funding	100	100	100
Principal Road Maintenance	590	788	t.b.c
Bridges	80	t.b.c	t.b.c.
Major Schemes (Northwick Park & Station Road)	530	0	0
Major Schemes (Harlesden)	0	500	2500*
Biking Borough	104	t.b.c	t.b.c
Enabling Works	55	t.b.c	t.b.c
Total (TfL)	4170	3988	4829

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