



Highways Committee

Thursday 10 October 2013 at 7.00 pm

Boardroom - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

J Moher (Chair)
Mashari (Vice-Chair)
A Choudry
Denselow
McLennan

alternates

Councillors:

Butt
Crane
Hirani
R Moher
Pavey

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

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The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

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

2	Minutes of the previous meeting	1 - 6
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3	Matters arising (if any)	
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4	Deputations (if any)	
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5	Petitions	
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6	20 mph zone on Kilburn High Road	7 - 14
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This report seeks the approval of the committee to implement a traffic management and road safety scheme with an associated 20 mph speed limit on the section of the A5 Kilburn High Road between Willesden Lane and Kilburn Station. This is a jointly developed scheme which Camden and Brent Councils have been working on to improve public realm and safety along the corridor. The scheme will extend from Willesden Lane to Kilburn Station and on through the borough of Camden to their border with Westminster.

Ward Affected: Kilburn

Contact Officer: Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

7	Sudbury CPZ review petition	15 - 22
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This report informs the Committee of a petition requesting a review of the controlled parking zone in Fernbank, Maybank and Rosebank Avenues, Sudbury.

Ward Affected: Sudbury

Contact Officer: Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

The primary source of funding for schemes and initiatives to improve transport infrastructure and travel behaviour in Brent is Local Implementation Plan (LIP) funding, which is allocated through Transport for London (TfL). This report seeks the approval of Highways Committee to submit the 2014/15 capital programme to TfL and following the approval of that body, to implement the schemes and initiatives within the submitted/approved programme.

Ward Affected: All Wards

Contact Officer: Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

9 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.

10 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 10 December 2013



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- The meeting room is accessible by lift and seats will be provided for members of the public.

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LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE

Tuesday 16 July 2013 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Mashari (Vice-Chair) and Councillors A Choudry, Denselow and McLennan

Also present: Councillors Chohan, S Choudhary, Daly, Gladbaum, Lorber, CJ Patel 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 12 July 2013 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

None.

5. **Petitions**

(i) Petition for the restoration of the Sudbury and Harrow Station Bus Stop

Mr Isaacs, lead petitioner addressed the Committee on the petition which requested the Council to restore the bus stop for route 18 at Sudbury and Harrow Road to its original location. He informed members that local bus commuters of Sudbury had been greatly disadvantaged by the relocation of the bus stop without any prior warning to residents. On behalf of the residents, he requested an urgent review and restoration of the bus stop to the position at which it stood and prior to the commencement of the most recent road works (outside Wenzel's The Bakers). Mr Isaacs explained that the previous location of the bus stop provided residents with a single stop for all four bus services, namely route numbers 18, 92, 182 and 245 towards Wembley and Alperton from one single pick up stop.

Mr Isaacs added that it was inconceivable that the interests of the thousands of bus commuters, which included the old and the disabled and school children who had used this crucial bus stop daily now found themselves inconvenienced. He noted that the purpose of the changes was to accommodate a parking bay for a few privileged motorists, who already enjoyed near luxury parking facilities on both the Harrow Road and Watford Road sides of Butler's Green, not to mention the massive parking facility set up for them – right across the road – outside Sudbury Supermarket.

Mr Isaacs was thanked for the presentation.

(ii) Business petition to remove CCTV enforcement

Members were informed that the lead petitioners were unable to attend the meeting due to the Ramadan festival. Members noted that the petition from local businesses requested Brent Council to remove a camera, which was situated between Jesmond and Clifton Avenue on Harrow Road as it deterred potential customers whom had nowhere else to park their vehicles. The petition expressed the view that the CCTV camera was causing enormous problems for both delivery vehicles and potential customers.

6. Sudbury and Harrow Road Bus Stop Petition

Members considered a report on the petition from the local residents that requested the Council to restore the Sudbury and Harrow bus stop to its original location prior to its relocation. In setting the background to the bus stop relocation, Paul Chandler, Head of Transportation stated that the Sudbury town centre scheme was devised in 2010, at the time when articulated single-deck buses ('bendy-buses') were due to be withdrawn from service. The opportunity was therefore taken to review bus stand locations in Sudbury town centre as part of the new scheme design. A key design consideration was the lack of customer short stay parking and loading facilities in the town centre, an approach which was strongly supported by the traders. The scheme was also consulted on with London Buses and the Police during the design phase.

Paul Chandler explained that the new Sudbury and Harrow Road station stop was located 100m south of the original stop, less than 2 minutes' walk. The stop move was originally proposed to rationalise stopping patterns and free up space for parking and loading facilities within the main town centre area. It had been allocated as the first southbound stop for the Route 18 service and was also used by the 92, 182 and 245 through services, the same services that stopped at the original stop location. He continued that the improvement scheme in Sudbury, which had been recently implemented, was designed to improve the ambience and viability of the town centre as well as cater for the conflicting requirements of through traffic, traders, their customers, cyclists and public transport users. To re-instate the previous bus stop as the petitioners were requesting would involve changes to a scheme that had only just been delivered and removal of on-street parking and loading facilities.

In conclusion, Paul Chandler submitted that a reinstatement to the original stop was not considered to be appropriate at this time but recommended a proposal to allow a period of six months for the current bus routing and stopping patterns to operate

and “bed in” before a further review be undertaken. Officers would then review the situation in conjunction with London Buses and determine whether the current arrangement was acceptable for bus passengers and other town centre users.

Councillor Daly stated that the relocation of the bus stop had resulted in unintentional consequences for a considerable number of groups including parents, old age persons and National Health Services (NHS) users to and from Northwick Park Hospital. She added that the current location of the bus stop under the railway bridge without a bus shelter made it unpleasant for waiting passengers. Councillor Daly called for an urgent review to ensure the relocation of the bus stop to its former place.

Councillor Lorber stated that the relocation of the bus stop was carried out without adequate information as the review consultation did not point out that the bus stop would be relocated. He also stated that the new location was a major inconvenience to bus users and suggested that instead of officers’ proposed review in six months, the Council should approach London Buses with a request to bring back the bus stop to its original position.

In the discussion that followed, Councillor Mashari, Vice Chair, suggested that the environmental hazards of the new bus stop should be brought to the attention of the relevant department of the Council. She noted that the new location had become an issue within the area, however, the consultation results showed that 81% of the respondents were in favour of it. Councillor Denselow requested officers to review the scheme whilst closely monitoring any possible impact of the new location.

The Head of Transportation responded that it was always planned to provide new bus shelters at all of the stops in Sudbury. However, their provision had been delayed due to internal ordering processes within Transport for London (TfL), who arrange for bus shelters to be provided. Every effort would be made to press TfL to bring forward the provision of bus shelters. In addition, capital funding might be available, which could potentially be used to improve bus stop facilities, particularly at the new stop south of the railway bridge.

RESOLVED:

- (i) that the petition received from Sudbury residents be noted;
- (ii) that the request for reinstatement of the original bus stop at 786 Harrow Road be declined;
- (iii) that officers be instructed to review the operation and stopping patterns of bus services in Sudbury six months after scheme implementation to determine whether there had been any notable impacts on punctuality or passenger usage;
- (iv) that TfL be pressed to expedite erection of bus shelters at the new bus stops;
- (v) that Officers be instructed to liaise with the appropriate department to tackle the environmental issues (pigeon droppings from the bridge), to ensure that passengers waiting for buses had a more pleasant wait.

7. Wembley High Road - Business Petition to remove CCTV enforcement

Members considered a report that informed them about a petition received from local businesses in the vicinity of the former Greyhound Public House on Harrow Road, Wembley. The petition requested the removal of a close circuit television (CCTV) camera situated between Jesmond Avenue and Clifton Avenue which was being used for enforcement of waiting and loading restrictions.

Paul Chandler, Head of Transportation noted that the key issue was that trade vehicles obstruct a bus stop whilst loading and unloading and had received a large number of PCNs as a result. There was clear evidence of this obstruction occurring and photographic evidence was shown to members. He went on to inform the Committee that at a meeting with local businesses, officers and members, the need to carry out enforcement and the appeals process was explained. The traders were also informed that penalty charge notices (PCN's) were reviewed on a case by case basis in accordance with the requirements of the Traffic Management Act 2004 and, where enforcement was found not to be reasonable, PCN's may be cancelled. As a result of a review of the PCNs, a small number of cases were found to be unreasonable and therefore cancelled. He continued that options for improving existing loading restrictions as set out in the appendices to the report were considered.

Option 1 would involve creation of a new lay-by approximately 22m long by 2.4m wide for loading, using a section of the footway outside the Greyhound Pub. As this option would involve major alterations including utilities the estimated cost of its implementation would be £14,000.

Option 2 would involve extending the length of the lay-by that could be used for loading / unloading by shortening the length of the existing bus cage and would result in a loading area of 28m, which would allow two 10m long goods vehicles to comfortably stand. This option which would not involve alterations to utilities would cost approximately £9,000. Paul Chandler therefore recommended the adoption of option 2 which had clear advantages over option 1.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the CCTV camera located between Jesmond Avenue and Clifton Avenue on Harrow Road be retained;
- (iii) that the trader's concerns in relation to loading activities be noted and instruct officers to proceed with the Option 2 scheme described in the report as it would increase available space for loading activity and amend existing traffic orders;
- (iv) that progress of this scheme would be subject to securing capital funding through Transport for London (TfL), and that it would be subject to the outcomes of stakeholder and public consultation;
- (v) that objections or representations to the informal and statutory consultation be considered by the Head of Transportation under delegated authority, unless significant or substantial objections are raised, in which case the matter be brought back to the Committee;
- (vi) that the main petitioner be informed of the decision of the Highways Committee in regard to this matter.

8. **Crossrail / HS2 / Old Oak Common planning update**

The Committee received a report about the progress made by the Boroughs of Brent, Ealing, Hammersmith & Fulham and Kensington & Chelsea regarding the Old Oak Common Opportunity Area Planning Framework (OAPF). Chris Walker, Assistant Director of Planning and Development stated that the report, which outlined the progress of a working group set up to deliver sustainable development in the Old Oak Common area associated with Crossrail and HS2, would be the subject of wider public consultation running from 25 June until 4 September 2013.

Members heard that the HS2 line which would stop at Old Oak Common (to be known as Old Oak Common Station) on its way into Euston, would have unprecedented links to Europe, central London and the rest of the UK, and would be one of the country's largest interchanges. It would also provide a platform for vastly improved connections to local communities in Brent, and the other neighbouring Boroughs. The Assistant Director outlined a number of key issues and work with the OAPF which aimed to ensure that the development on the borough boundary was well connected as well as promoted Overground and West Coast Main Line - Crossrail links. In this regard, Brent officers were in discussion with neighbouring Boroughs, including Harrow and Watford to lobby for the link. He continued that a high quality pedestrian/cycle bridge from Willesden Junction into the development area and good highway links (particularly for bus access) from Brent to Park Royal City would be promoted without encouraging more through traffic.

In welcoming the progress report, members emphasised the need for the consultative priorities to include transportation, sustainability and cycle paths. Councillor Denselow proposed amendments to the recommendations and requested officers to make representations expressing the Committee's preferences for a suitable location for a vent shaft and also to ensure good highway links (particularly for bus access) for south of Queens Park ward.

RESOLVED:

- (i) that the key issues and summary of progress on the Old Oak Common Opportunity Area Planning Framework be noted and agreed that any comments on the OAPF be fed into the consultation process due to take place in July/August 2013;
- (ii) that the consultative priorities for Brent relating to highway issues for the Old Oak Common Area Planning Framework be agreed to include the following:
 - a) ensure that the development was well connected with high levels of permeability and strong connections to Brent;
 - b) promote overground links to support improved connectivity;
 - c) promote and lobby for a West Coast Main Line - Crossrail link;
 - d) promote a high quality pedestrian/cycle bridge from Willesden Junction into the development area;
 - e) ensure good highway links (particularly for bus access) for south of Queens Park ward and from Brent to Park Royal City without encouraging more through traffic;
 - f) minimise construction impact and work to ensure that construction traffic was not routed through Brent (particularly the Harlesden area);

- g) officers make representations expressing the Committee's preferences for a suitable location for a vent shaft.

9. Improvement of vehicular and pedestrian signage in the Wembley area

The Committee considered a report about proposals from Quintain Estates and Developments (Quintain) to fund the renewal and replacement of directional signage on the approach routes to the new London Designer Outlet, opening in Wembley in October 2013. Paul Chandler, Head of Transportation informed members that Council officers and the Quintain team had carried out sign audit and proposals to improve both vehicular and directional signage on the strategic routes into the Wembley Regeneration area. Members heard that Quintain's proposals included an application to Transport for London (TfL) for renewing signage on the A406 North Circular Road, part of the Transport for London Road Network (TLRN). He continued that although there was no specific requirement within the planning consent for Variable Message Signs (VMS), Quintain had submitted proposals for a suite of VMS to improve signage for drivers, which would also provide information on availability of parking spaces and locations of various parking facilities. Paul Chandler highlighted the fact that the proposals would be at nil cost to the Council. He assured members that a maintenance agreement would be signed for the VMS.

RESOLVED:

- (i) that the replacement and renewal of fixed directional road signing in the Wembley regeneration area to include the new destination of the London Designer Outlet, subject to compliance with Department for Transport (DfT) standards and requirements of The Traffic Signs Regulations and General Directions be approved;
- (ii) that the introduction of Variable Message Signs(VMS) to inform drivers of parking locations and availability, subject to reaching a satisfactory legal agreement for their ownership, management, maintenance and replacement, be approved;
- (iii) that delegated authority be granted to the Head of Transportation to approve and implement the proposals.

10. Any Other Urgent Business


None raised at this meeting.

11. Date of Next Meeting

It was noted that the next meeting would take place on Thursday, 10 October 2013.

The meeting closed at 8.00 pm

J MOHER
Chair

 Brent	Highways Committee 10 October 2013 Report from the Head of Transportation
For Information	Wards Affected: Kilburn Ward
Kilburn High Road – Proposed Improvement Scheme and 20mph Speed Limit	

Forward Plan Ref:

1.0 Summary

- 1.1 This report seeks the approval of the committee to implement a traffic management and road safety scheme with an associated 20 mph speed limit on the section of the A5 Kilburn High Road between Willesden Lane and Kilburn Station. This is a jointly developed scheme which Camden and Brent Councils have been working on to improve public realm and safety along the corridor. The scheme will extend from Willesden Lane to Kilburn Station and on through the borough of Camden to their border with Westminster.

2.0 Recommendations

- 2.1 That the Committee notes conceptual designs jointly developed by Brent and Camden for a proposed urban realm improvement and traffic safety scheme for A5 Kilburn High Road, including a reduced 20mph speed limit between Willesden Lane and Kilburn Station.
- 2.2 That, subject to agreement to LIP funding requirements, further preliminary and detailed design work is undertaken in collaboration with LB Camden leading to a full public consultation over the proposals in 2014/15.

3.0 Background

- 3.1 The A5 corridor is an important link on the strategic road network. It is also important as a local link, connecting town centres such as Kilburn. It has mixed frontage uses along its length and there are a number of important district shopping centres that serve the needs of communities that border the corridor. In addition to these varied functions, the A5 will accommodate the needs of new development along its length, including the major Brent Cross development.
- 3.2 The A5 acts as a boundary to neighbouring boroughs and in the south, at Kilburn High Road, a boundary road agreement exists between Brent and Camden

Councils. This agreement divides responsibility for Kilburn High Road between the two boroughs. Brent is responsible for the section north of Willesden Lane, with Camden taking responsibility for the section south of Willesden Lane (as illustrated in **Appendix A**).

- 3.3 Camden is looking to implement a borough wide 20 mph limit, of which the Kilburn High Road is a part.
- 3.4 Camden and Brent are jointly developing a concept scheme for the High Road which improves public realm and includes traffic management measures, including a central median strip, as part of the design. The current concept involves improving the public realm by removing street clutter such as reducing the number of signs and removing pedestrian guardrail where appropriate. The introduction of a 'central median strip' along parts of the High Road would assist pedestrians to cross and improve safety. The central median strip would be a raised surface 1-2m wide running down the centre of the carriageway and could incorporate street trees to further improve the environment.
- 3.5 The scheme includes the establishment of five different character areas. These include two gateway areas at the northern and southern ends of Kilburn High Road, a cultural area, a secondary town centre shopping area and primary town centre shopping area. The Northern Gateway and Cultural Area together with a small part of the Secondary Town Centre are within Brent.
- 3.6 Brent Council is working with Camden on the concept and, subject to committee approval, we are proposing to prioritise LIP funding in 2104/15 and 2015/16 so that further detailed design and development work can be undertaken prior to consultation and implementation. Camden has funding agreed and are looking to develop parts of the scheme on their section of the High Road by 2014/15.
- 3.7 It should be emphasised that the scheme is still a concept and has not yet been developed as a formal scheme, so we are keen that expectations of local residents are not heightened ahead of the availability of funding. Once a more formal scheme has been developed, a comprehensive local consultation will be undertaken.
- 3.8 In anticipation of the funding to develop the concept next year, we have jointly commissioned modelling work to demonstrate to TfL that the outline concept would be operationally acceptable in terms of bus and traffic movement. The next steps would be for Transportation officers to work with Camden to jointly progress scheme designs.

4.0 Brent's Approach to 20mph Speed Limits

- 4.1 The Department for Transport issued guidance in January 2013 that makes it easier for councils to introduce 20mph speed limit schemes. Some London boroughs, including Camden, have announced their intention to introduce borough wide 20mph limits, while others are not planning to do so.
- 4.2 Brent is a large Borough that demonstrates a range of characteristics, both those of inner and outer London. We currently adopt a case by case approach to the use of 20mph speed limits to allow these different characteristics to be taken into account. We also concentrate our investment in streets and areas where we know there to

be a history of accidents. Our approach has been very successful in reducing the number of accidents and casualties on our roads.

- 4.3 Our current policy is to only introduce 20mph speed limits on residential streets where average speeds are already less than 24mph; where we can demonstrate benefits in terms of addressing a poor collision record and; where the reduced limit would be largely self-enforcing, i.e. through introduction of traffic management or calming measures that change the nature of the road and create an environment where a lowered speed limit would be adhered to without relying on enforcement and driver compliance alone.
- 4.4 Camden has opted to implement a borough-wide 20mph limit. The results of a consultation on a borough wide 20 mph limit went to LB Camden's Cabinet on 24th July with a recommendation to implement the scheme on all their borough roads, and to include as many boundary roads as possible. This recommendation included a planned 20mph limit along the full length of the High Road
- 4.5 In discussion with Camden, we understand that they propose to maintain the current Kilburn High Road speed limit at 30mph until such time as LIP funding is confirmed and a consultation takes place over proposed traffic management measures and the associated 20mph speed limit.
- 4.6 Camden's Borough-wide 20mph speed limit is proposed to be introduced within the next 4 to 5 months. It will not apply to Kilburn High Road but will commence at side roads leading in to LB Camden until a jointly agreed improvement scheme has been developed, approved and implemented.

5.0 Suitability of Kilburn High Road Proposals

- 5.1 Brent's current approach is to introduce traffic management measures when lowering the speed limit. This might include measures such as road humps or speed cushions, but can also include measures to physically reduce the width of the road, and so change driver's perceptions of the street.
- 5.2 We adopt an approach that seeks to ensure that lower speed limits are, as far as possible, self-enforcing. We also target our investment in areas, or on streets, where there is an existing and significant collision history. This ensures that we gain the greatest benefits in terms of collision reduction.
- 5.3 Our approach has been very successful to date, with numbers of KSI collisions in Brent (accidents leading to persons being killed or receiving serious injuries) reducing from 350 in 1991 to 72 in 2011, beating both national and Greater London reduction targets by a significant margin.
- 5.4 In terms of collision history along Kilburn High Road, there were a total of 46 incidents between 2010 and 2013 along the Brent section of the Kilburn High Road, 41 slight and 5 serious. Of these:
- 15 were pedestrian accidents;
 - 6 were cycle accidents; and
 - 25 were motor vehicle only accidents.

- 5.5 The average cost to the community of a single collision involving injury has been calculated by the Department of Transport as being £93,809. The total cost of incidents along the Brent section of Kilburn High Road is therefore £1.44 million per annum.
- 5.6 Kilburn High Road is approximately 2.7km long, has an average of 31 collisions a year and carries approximately 12,828 vehicles a day. This gives Kilburn High Road a collision rate of 245 collisions per 100m vehicle kms. Nationally the average collision rate for an urban A class road is 77 colls/100mvehkms so Kilburn High Road has a collision rate 3.6 times the average.
- 5.7 A safety scheme and reduced speed limit is therefore justified in terms of the potential for collision reduction.
- 5.8 One further assessment of suitability is whether the existing speed of traffic is close to 20mph. This therefore determines the likelihood of drivers adhering to a lower limit. On the Camden section of Kilburn High Road average speeds between 7am and 7pm have been measured via an automatic counter at 15.9mph. Existing average speeds are therefore below the 20mph limit that is proposed, which indicates that adherence to the lower limit should not require additional enforcement.
- 5.9 The plan in **Appendix A** illustrates the concept design for Kilburn High Road. It shows that physical changes to the road layout are proposed to reinforce a lower speed limit and change driver behaviour. This proposal therefore adheres to Brent's current approach of introducing lower speed limits where there are demonstrable collision reduction benefits, where average speeds are below 24mph, and where physical measures are used to reinforce the lower speed limit and introduce a degree of self-enforcement.
- 5.10 Delivery of the traffic management and urban realm elements of this scheme will rely on the success of LIP funding bids put forward to TfL. Subject to Committee approval it is proposed to bid for £95k in 14/15 to undertake detailed design and consultation and deliver initial scheme elements, such as sign de-cluttering. Further bids will then be made in 2015/16, and potentially 2016/17, for funds to deliver urban realm and traffic management measures.

7.0 Financial Implications

- 7.1 There are no direct revenue cost implications arising from this report. Outline planning and concept work undertaken with Camden to date has been resourced through internal staff.
- 7.2 The Highways Committee will be asked to consider a paper at their meeting on 10th October 13 that describes plans for LIP funding bids to be put forward to TfL by 17th October 13. This paper is subject to Committee approval. A robust cost estimate for this project cannot be developed until preliminary and detailed design works are complete. The proposed 2014/15 LIP bid includes £95k to undertake detailed design and consultation and deliver initial scheme elements for the A5 Kilburn High Road. This is likely to include works such as sign de-cluttering.

- 7.3 A further bid for £170k has been put forward for 2015/16, although this could be adjusted next year depending on scheme progress and detailed cost estimates. In addition, there may be additional funding opportunities for this project through the TfL Roads Taskforce project, which has identified the A5 as a key corridor within Greater London..

8.0 Legal Implications

There are no legal implications arising from this report.

9.0 Diversity Implications

- 9.1 Local Implementation Plan projects have been assessed for diversity implications as part of an Equalities Assessment supporting the Council's Member and TfL approved Statutory Local Implementation Plan (LIP) 2011-2014. LB Camden have also prepared an Equalities Assessment in support of their Transport Strategy, which includes this project.
- 9.2 A project specific equalities impact assessment will be prepared during 14-15 to consider and address the diversity implications of this project and so inform the preliminary and detailed design process.

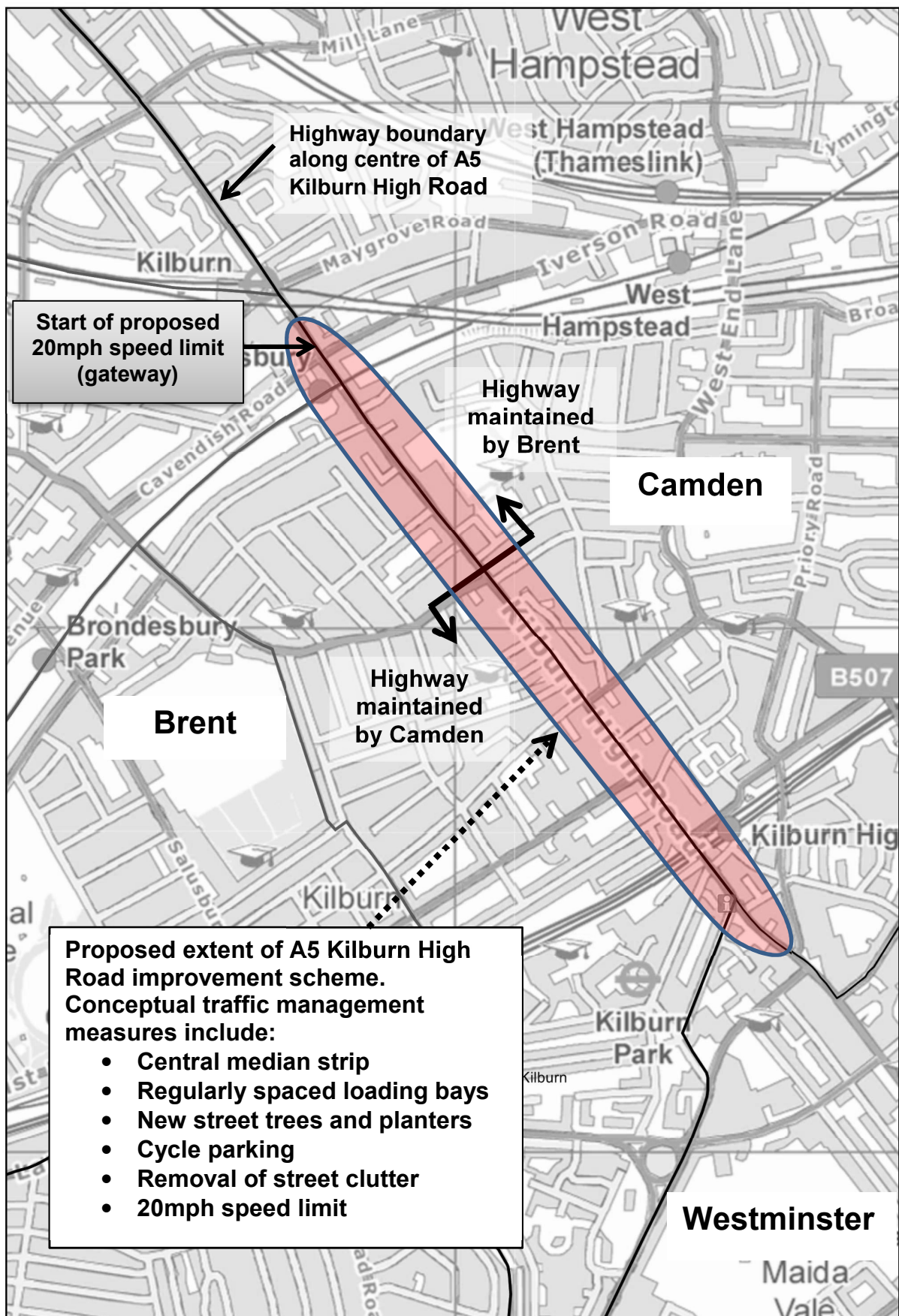
Background Papers

Kilburn High Road Feasibility Study, Camden Council, February 2013.


Contact Officers

Steve Salter – Transport Strategy Manager, Planning & Development, 5th Floor, Brent Civic Centre, Wembley, Middlesex. HA9 0FJ. Telephone: 020 8937 5310.
Email: steven.salter@brent.gov.uk

Appendix A



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 Brent	<p align="center">Highways Committee 10 October 2013</p> <p align="center">Report from the Head of Transportation</p>
For Action	Wards Affected: Sudbury
<p>Petition requesting a review of the Controlled Parking Zone SHJ in Fernbank, Maybank and Rosebank Avenues, Sudbury</p>	

1.0 Summary

- 1.1 This report informs the Committee of a petition requesting a review of the controlled parking zone in Fernbank, Maybank and Rosebank Avenues, Sudbury.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That, subject to approval of the 2014/15 LIP programme, the Committee approves the allocation of £10,000 of LIP capital funding to undertake a review of CPZ SH in Sudbury during the 2014/15 financial year.
- 2.3 That the Committee instructs the Head of Transportation to proceed with a review of the controlled parking zone SH during the 2014/15 financial year, subject to the outcome of the Local Implementation Plan capital funding submission.
- 2.4 That, subject to the outcomes of a review of CPZ SH during 2014-15, the Committee authorises the Head of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders and associated signing and road marking works required to implement the changes.
- 2.5 That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 Details of Petition

3.1 A petition has been received by the Council from local residents and businesses of Fernbank, Maybank and Rosebank Avenues. The petition has 109 signatories and has been verified in accordance with the council's procedures. Two copies of essentially the same petition were submitted to the council.

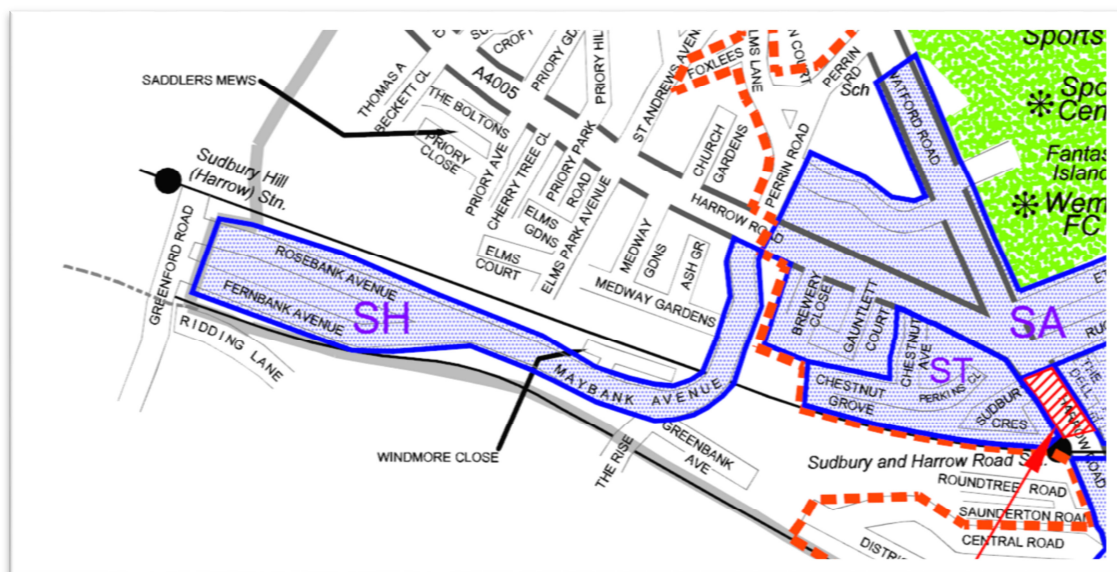
3.2 The full wording of the petition is:

"In view of the recent increases in Residents Parking Permit Charges and reductions in number and increased charges for visitor permits we call on Brent Council to undertake an early review of the controlled parking zone operating in Fernbank, Maybank and Rosebank Avenues, Sudbury."

Copies of the petition are available for inspection by Members of the Highways Committee.

4.0 Background

4.1 Controlled parking zone SH (CPZ SH) is located in Sudbury and was introduced in two phases. The original scheme included Rosebank and Fernbank Avenues and was introduced in December 2003. The scheme was then extended in November 2005 to include Maybank Avenue.



4.2 The scheme was implemented to:

- Remove commuter and long-term non-residential parking from the area;
- Improve road safety by removing obstructive parking from junctions;
- Reduce the level of traffic in the area by regulating parking on-street; and

- To attract more customers to local businesses by allowing greater turnover in parking spaces.

- 4.3 The scheme's operational times were agreed with residents and businesses at the time of the original scheme consultation and it currently operates from 8.00am to 6.30pm, Monday to Saturday excluding bank holidays.
- 4.4 The zone is located between two railway lines with Sudbury Hill station to the west and Sudbury and Harrow Road to the east. Many of the properties in the zone are residential terraced houses and the vast majority do not have the option of off-street parking spaces.
- 4.5 In February / March 2007, officers carried out a review of the zone by consulting with residents and businesses on how the CPZ was operating and on how the scheme could be improved.
- 4.6 The consultation showed that the majority of respondents were fairly satisfied with the CPZ overall. They stated that the hours of operation 8.00am - 6.30pm should remain unchanged, but they were very dissatisfied with the days of operation from Monday to Saturday and preferred to change it to Monday to Friday.
- 4.7 The results of the consultation were reported to the March 2008 Highways Committee. Members noted the results of the consultation. However the Committee felt that the results did not show decisive support to amend or retain the operational times of the zone and members decided to keep the operational times of 8.00am to 6.30pm, Monday to Saturday unchanged.
- 4.8 Members were also asked to note that residents from Rosebank and Fernbank Avenue expressed concerns about the level of parking within the SH Zone, particularly from residents of Maybank Avenue. It was noted that it would be difficult to create a separate zone for Rosebank Avenue and Fernbank Avenue exclusively (as requested by residents to prevent parking by Maybank residents), but that the Council would continue monitoring the situation in the new financial year.

5.0 Initial response to the petition

- 5.1 Resident permit prices are consistent across all parking zones. It is noted that permit prices remained unchanged until December 2012 when the Council adopted a new approach of applying annual inflation increases. A price increase was then introduced for the financial year commencing 1 April 2013. The price of Resident Permits is not therefore dependent on the hours of operation and would have no bearing on the outcome of any changes to operational days or times of CPZ operation.
- 5.2 Visitor Permit prices are also consistent across all parking zones and are payable during operational hours. It is therefore accepted that the longer the operational hours are, the greater the chance that visitor permits will need to be purchased. The current charge is £1 per day irrespective of the length of stay,

where previously the visitors parking charge was £0.50 per day: this rate had not increased since 2007.

- 5.3 At the Full Council meeting of 28th February 2011, a report titled “2011/12 Budget and Council Tax” was approved and a £300k revenue budget used for periodic review and amendment of the boroughs CPZ’s was reduced by £240k for 2011/12 and by a further £60k for 2012/13. In this report members agreed to reduce the revenue funding available, the effect of which would be to cease work to introduce new, and review or adjust existing CPZ schemes. Members are therefore reminded that there is currently no revenue budget available to introduce or amend controlled parking zones (CPZ).
- 5.4 Since withdrawal of the CPZ review budget, the Council has received a number of requests for changes to existing parking zones to address disparities in operational hours. Officers were unable to action investigations into these proposals, or to action any changes to CPZ operations, in the absence of a review budget.
- 5.5 On 18th December 2012 the Highways Committee considered a petition requesting removal of Controlled Parking Zone KD Bank Holiday parking restrictions. Officers reported to members that no funding was available for such a review. Members acknowledged the withdrawal of revenue funding but noted that a number of similar requests had been received during the year. They requested that the Head of Transportation consider whether any funding solutions could be made available for a limited programme.
- 5.6 In a subsequent report to Highways Committee on 12th March 2013 the Head of Transportation reported that a fund was available through the Local Implementation Plan capital programme for the purpose of investigating the need for, and delivering where appropriate, new or existing waiting and loading restrictions where problems have been identified.
- 5.7 Members agreed that officers should allocate £20k of the fund for reviewing parking related schemes within CPZ areas. This proposal was agreed and an agreed programme of reviews is currently underway during FYR2013/14.
- 5.8 As stated, there is no formal CPZ Review programme and as such each operational change needs to be considered on its own merit, and the benefit of proceeding with a review evaluated. Members therefore agreed to adopt an assessment process described in the Committee report of 12th March 13. The agreed assessment process has been applied to this proposal and is set out below:

Assessment of Suitability for CPZ review – Zone SH
Request for review of operating hours and/or operational days

Assessment Criteria	Assessment of suitability
Is it consistent with surrounding zones?	No – nearest zone operates shorter hours

Are changes significant?	No – minor changes to Order required and adjustment of signs
Will they impact on enforceability?	No – no changes to enforcement regime will be required aside from removal of enforcement if days/hours changed.
Does proposal conflict with CPZ policy?	No
Has there been significant demand for change?	Yes – petition received and reported to Highways Committee on 10 th October 13

- 5.9 This proposal therefore meets the criteria for undertaking a review, although all such reviews rely on the availability of funding.
- 5.10 The cost of undertaking a review includes resources involved in undertaking a consultation along with costs for amending traffic orders and implementing signing changes, if changes are agreed. The total estimated costs are £10,000, although this depends on the scope and nature of the changes that resident's request.
- 5.11 The proposed LIP capital programme bid for 2014/15 is being considered by members at the Highways Committee meeting on 10th October 2013. Subject to approval, the bid will be made to Transport for London. It contains a proposed £80k budget for waiting and loading reviews throughout the Borough. If this bid is agreed by Committee and allocated through the LIP programme it is proposed to utilise £10k of this budget to undertake a review for CPZ SH area. At the present time no further reviews have been requested within the Borough.
- 5.12 Members should note that the £10k review budget would only be sufficient to fund consultation work and low cost zone changes. If the full costs of implementation of agreed changes to zone SH exceed this budget during FYR2014/15, implementation may need to be deferred to future years, and would still be subject to funding availability.

6.0 Financial Implications

- 6.1 At the Highways Committee meeting in March 2013, the report titled Parking and Waiting Restrictions Review Programme 2013/14 was considered and approved by members who agreed to allocate £20,000 from the LIP parking and loading restrictions fund to review an agreed programme of CPZ schemes during 2013/14. No further funding is available this financial year.
- 6.2 The LIP funding bid has not been approved by Committee or confirmed by Transport for London at the present time. However, the draft bid includes a fund for undertaking parking and loading reviews and, subject to this finance being available, it is proposed to allocate up to £10k of capital funding during 2014/15 to review CPZ SH.

7.0 Legal Implications

- 7.1 There is no legal duty on the council to review controlled parking zones.
- 7.2 Any changes identified zone reviews and approved for implementation require the amending of the existing traffic regulation order under the Road Traffic Regulation Act 1984.

8.0 Diversity Implications

- 8.1 Equalities implications depend on the nature and scope of proposed changes and will therefore be assessed as part of the CPZ review and (if changes are proposed), the scheme development process.

Background Papers


None

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 Brent	<p align="center">Highways Committee 10 October 2013</p> <p align="center">Report from the Head of Transportation</p>
For Information	Wards Affected: All
<p>Brent Local Implementation Plan (LIP) Proposed Spending Submission 2014/15</p>	

1.0 SUMMARY

- 1.1 The primary source of funding for schemes and initiatives to improve transport infrastructure and travel behaviour in Brent is Local Implementation Plan (LIP) funding, which is allocated through Transport for London (TfL). Local Implementation Plans set out how London boroughs will deliver better transport in their area, in the context of local and regional transport priorities and the overarching Mayor's Transport Strategy (MTS).
- 1.2 This report seeks the approval of Highways Committee to submit the 2014/15 capital programme to TfL and following the approval of that body, to implement the schemes and initiatives within the submitted/approved programme.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the indicative 2014/15 TfL LIP allocation of £3,711,000, comprising of:
 - £2,480,000 for 'Corridors, Neighbourhoods & Supporting Measures';
 - £1,131,000 for 'Principal Road Maintenance'; and;
 - £100,000 of 'Local Transport Funding'.
- 2.2 That the Committee approves the selection of LIP schemes through application of a priority assessment model.
- 2.3 That the Committee approves the programme of prioritised schemes and initiatives described in this report and, subject to TfL approval in autumn 2013 and confirmation of the total LIP allocation, instructs the Head of Transportation to deliver these schemes using the allocated budget and resources available.
- 2.4 That the Committee authorises the Head of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations or; if the Head of Transportation considers the objections or representations are groundless or insignificant. Otherwise, to refer objections or representations to the Committee for further consideration.

3.0 LIP Schemes Delivered in 2013/14

- 3.1 During 2013-14 a total of £10.2 million investment is being invested in improving Brent's roads, footways and transport infrastructure. This includes:
- £5.9 million of Local Implementation Plan LIP funding;
 - £0.8 million S106 developer contributions; and
 - £3.5 million of Brent Capital funding to maintain and improve the highway network.
- 3.2 Of the £5.9m LIP allocation for 2013/14 £2.5 million was allocated to progress the Harlesden Town Centre "major scheme". The provisional allocation of £3.7m for 2014/15 is therefore in line with previous year's allocations when taking account of the major scheme funding awarded last year.
- 3.3 In 2013/14, the Council is on target to deliver a wide range of infrastructure and initiatives in line with TfL expectations.
- 3.4 To date we have delivered, or are in the process of delivering, the following infrastructure on Brent's streets as part of a range of schemes and initiatives:
- 16km of roads will be improved with collision reduction measures, including lower speed limits;
 - 76 areas are being provided with new waiting and loading restrictions to reduce congestion and improve safety;
 - 7 crossings have been improved to provide facilities for disabled people;
 - 130 on and off-street cycle parking spaces have been provided ;
 - 384 children and 90 adults have received cycle training;
 - 2km of new cycle routes have been delivered;
 - 15 junctions have been improved to help cyclists;
 - 13 new pedestrian crossings have been provided;
 - 75 road safety education events have been held;
 - 63 bus stops are being improved to make boarding easier and passenger waiting facilities better; and
 - 16 new street trees have been planted.

4.0 The LIP Bidding Process

- 4.1 The Council receives a fixed block of capital funding annually from TfL. The funding is made available through section 159 of the GLA Act and is called Local Implementation Plan (LIP) funding. This is for the specific purpose of investing in transport related programmes and in line with the Act and cannot legally be spent on other activities.
- 4.2 The amount of funding allocated to each borough is determined through a needs-based formula focussed on achievements of objectives and outcomes. The formula (developed by TfL in conjunction with London Councils) assesses need based on a set of metrics relating to four transport themes:
- 1) Public transport – bus reliability, bus patronage;
 - 2) Road safety – monetary value of all casualties (killed, serious and slight) on all roads in the borough;
 - 3) Congestion and environment – vehicle delay, CO2 emissions from transport; and
 - 4) Accessibility – residential population weighted by index of deprivation.
- 4.3 The indicators included in the formula are intended to reflect both:
- The scale of the borough and its transport demand / network (number of bus users, residential population, etc) to ensure that larger boroughs with more users get extra funding; and

- Policy outcomes or severity of transport problems (casualties, bus punctuality, etc) to ensure funding is directed to boroughs where it is needed most and can make the biggest difference.

- 4.4 In June 2013 Transport for London informed the Council of its provisional LIP allocation of £3,711,000 for 2014/15 as part of the issuing of a guidance document for the process of compiling and submitting the annual Spending Submission.
- 4.5 The Council's annual LIP spending submission comprises a TfL pro-forma and additional supporting information. This year there is a requirement to update Borough's short to medium term targets as part of the spending submission.
- 4.6 TfL Guidance stipulates that the LIP financial allocation is to be used to support the "sustainable management and improvement of the borough's transport network, and to influence travel decisions". This accords with the Council's approved LIP policies and supports the overarching policies and objectives set by the GLA/TfL in support of the Mayor's Transport Strategy.
- 4.7 The funding submission that must be submitted to TfL spans a series of overarching headings, as follows:

LIP Heading	Description
Corridors & Neighbourhoods	Delivery of local safety schemes on streets or wide areas. Provide bus priority measures, address London Cycle Network gaps and deliver other local cycling and walking related improvements and bus stop accessibility measures along discrete highway corridors.
Major Schemes	Major schemes lie outside of the annual funding application process. Harlesden town centre is Brent's current Major Scheme Project
Supporting Measures	School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes.
Local Transport Funding	Since 2009/10, TfL has allocated £100k per borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act.
Principal Road Renewals	Structural maintenance of principal (main) roads. Carriageway condition surveys are used by TfL to make allocations for highways maintenance.
Bridge Strengthening	Structural maintenance of bridges. Allocations are made through an established prioritisation process.

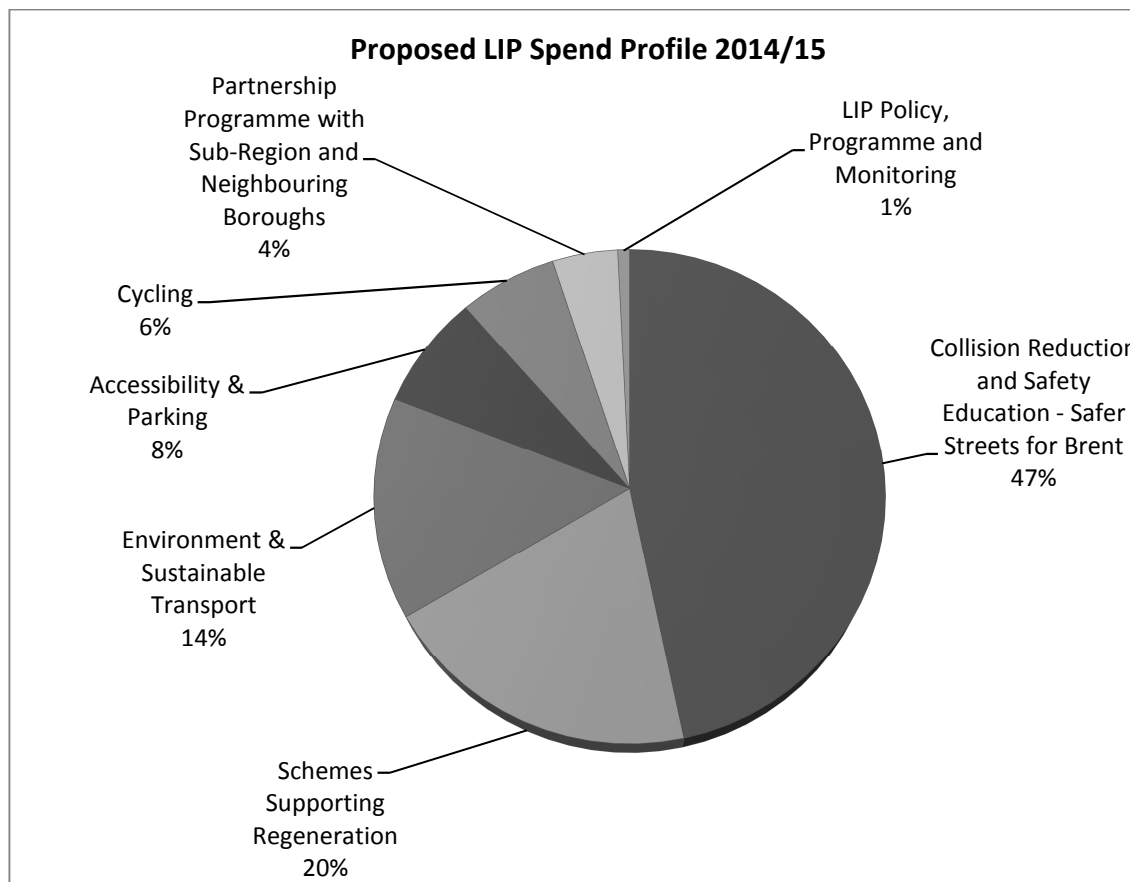
5.0 The 2014/15 LIP submission

- 5.1 The 2014/15 Spending Submission must be submitted to TfL no later than 17th October 2013.
- 5.2 It has been developed and presented in two parts:
- 1) Corridor and neighbourhood schemes and supporting measures; and
 - 2) Principal road asset renewals and strengthening works for bridges and other structures in the Borough.

Corridors & Neighbourhoods, Major Schemes and Supporting Measures

- 5.3 This element of the programme includes schemes and projects identified through a number of sources, including:
- Schemes that have the potential to reduce collisions levels;
 - Schemes that have been committed in previous years for multi-year funding;
 - Strategic schemes that support the Council's regeneration objectives; and
 - Requests, proposal and suggestions received from members, residents and businesses (eg. area consultative forums)
- 5.4 Most notably our focus is on delivering projects that have the highest potential for collision reduction. Through analyses of Borough-wide collision records we identify streets and areas where there is evidence of a disproportionately number of collisions resulting in deaths, serious or minor injuries. We then generate a list of streets and neighbourhoods where engineering measures have the potential to reduce the number of collisions that could occur in future years.
- 5.5 Over the course of a financial year, officers receive a significant number of requests for infrastructure improvements. Given that funding is restricted it is not always possible to satisfy all of the requests the Council receives.
- 5.6 Officers have developed a prioritisation model for Brent that assists us to rank the infrastructure improvement requests that we receive, and hence to develop a draft programme based on our provisional funding allocation.
- 5.7 Potential schemes are assessed by scoring each against the likely benefits that it would deliver. These benefits reflect the priorities stated within regional and sub-regional transport policies, plans and strategies along with Brent's corporate strategic objectives and growth plans. The process involves:
- a) Each project is initially assessed by the collision records for the area or street under consideration – data is input and a score generated depending on the number and types of collisions and casualties on record;
 - b) The project is then assessed against what it would achieve in terms of a range of other strategic outputs, for example benefits to cyclists or pedestrians or; a reduction in congestion.
 - c) Benefits for collision reduction are weighted to ensure that road safety is top priority in the scheme selection process;
 - d) After each project has been scored against the benefits that it would deliver, the total score is calculated and each project is ranked by high to low score.
- 5.8 We are pleased to note that our provisional LIP funding allocation will allow us to take forward all schemes put forward during the current financial year for further detailed study and/or scheme development. However, if our final LIP allocation is less than the provisional value of £2,480,000 we will need to reduce the size of the programme accordingly and will use allocated priority scores to determine which projects can be taken forward during 2014/15.
- 5.9 **Appendix A** shows the proposed 2014/15 LIP programme and indicates the score that each project has attracted through application of the prioritisation model.
- 5.10 **Appendix C** shows an extract from the 2014-15 prioritisation model for member's information. It is proposed to make further improvements and streamline the model prior to developing the 2015-16 LIP programme. However, members are asked to note the concept behind the prioritisation process and agree to adopt a prioritisation model for future programme development.

- 5.11 The following chart illustrates the spend profile of the proposed 2014/15 programme summarised against the broad objectives of Brent's transport plan and the wider mayoral strategy and objectives.



Principal Road Renewals & Bridge Strengthening

- 5.12 Each year Brent is provided with a provisional LIP allocation for renewing principal roads in the Borough. This programme of works is developed through analyses of carriageway condition surveys provided by, and reviewed by, TfL. A draft programme for principal road renewals is contained in **Appendix A**.
- 5.13 In their 2012 Autumn Statement, the DfT announced £333 million additional funding for highways maintenance, of which London received £10.836 million. This has been allocated based on traffic type and volume, with £5.12m to the Borough Principal Road Network (BPRN) and £5.716m to the TRLN.
- 5.15 As a result additional principal road funding of £219k has been allocated to Brent this year in addition to the existing provisional LIP funding allocation. Our original indicative allocation was £912k, therefore the total value of the programme has increased to £1,131,000, a one-off budget increase of nearly 25%.
- 5.16 TfL request that Boroughs include an additional c25% to their provisional allocation to enable them to put forward one or more reserve schemes. This provides an opportunity for additional schemes to be delivered each year if additional funding becomes available. This "reserve" bid adds a further £278k to the provisional programme value to make a total Principal Road Renewal bid value of £1,409,000. Members should note that reserve scheme funding relies on TfL funding availability and is not guaranteed.
- 5.17 Bridge strengthening works are assessed and programmed by the London Bridge Engineering Group, LoBEG. In 2013/14 Brent was awarded funding to undertake

structural assessments. Bids for potential strengthening works have been put forward again in 2014/15, but their success will depend on relative priorities throughout Greater London as assessed and defined by LoBEG.

6.0 Application of TfL LIP Guidance

- 6.1 All London Councils were required to prepare and submit a second Local Implementation Plan in 2011. This formed an 18 month process that resulted in the Mayor's office (GLA) approving all borough's LIPs, and the document became a statutory plan.
- 6.2 The delivery programme is updated as part of a "rolling programme" with every annual spending submission, so that officers identify schemes not just for the forthcoming financial year but also for the 2 following years. This utilises 1 year of "approved" funding and 2 (future) years of "indicative" funding.
- 6.2 Members will therefore note that indicative funding requirements for 2015/16 and 16/17 are set out on the draft programme for 2014/15 in Appendix A. These funding requirements are subject to change as projects are developed and cost estimates refined.

London Highways Alliance Contract (LoHAC)

- 6.3 The London Highways Alliance Contract (LoHAC) has been developed as a joint initiative between Transport for London (TfL) and London boroughs, to deliver a reliable, reputable and cost-effective highways service across London. The 2014/15 guidance emphasises that LoHAC is the preferred option for the delivery of LIP funded schemes.
- 6.4 During 2013 TfL are providing boroughs with comparisons of the costs of delivering works via LoHAC with their local contractors. From 2014/15 onwards, LIP financial assistance will be limited up to the amount that the scheme would have cost had it been delivered via LoHAC, or the full cost under the authorities chosen route where this is a lower amount.
- 6.5 Brent Council was one of the first London boroughs to call-off our highway services through LoHAC and has been actively engaged with a new provider since the beginning of this financial year. We will not therefore be required to demonstrate comparison costs.

LIP Performance Targets

- 6.6 Brent's LIP2 (statutory transport plan) required that that interim targets should be set for transportation performance, with longer-term targets identified for a future end date when the impact of sustained investment will have had a chance to take effect.
- 6.7 Boroughs were required to present details of each target set, including the base year and baseline data used. Targets were illustrated by way of trajectories, with annual milestones for each of the agreed mandatory targets, which include:
 - (1) Mode share;
 - (2) Bus reliability;
 - (3) Asset condition;
 - (4) Road traffic casualties;
 - (5) Carbon Dioxide (CO2) emissions.TfL have set the long-term 2025 performance targets for Boroughs and supply data annually to report on Borough's progress in maintaining the trajectory towards achieving their long-term performance goals.
- 6.8 The 2014/15 Spending Submission Guidance requires boroughs to update their "interim" targets for the period 2014/15 through to 2016/17.

- 6.9 In particular Brent has been asked to review collision and casualty reduction targets as we are currently achieving our 2015/16 targets three years earlier than originally envisaged. TfL have therefore requested that the collision reduction trajectory for 2015/16 be adjusted to take account of our success in achieving road safety targets. Brent's revised short-term (2016/17) collision reduction targets are therefore presented in **Appendix B**.

7.0 FINANCIAL IMPLICATIONS

- 7.1 TfL has allocated the Council a provisional sum of £3,711,000 against specific approved programmes. The proposed LIP programme for 2014/15 presented in **Appendix A** is therefore fully funded, although this is subject to final confirmation of the value of the LIP settlement for Brent.
- 7.2 The Head of Transportation proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time is charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no cost to the Council in implementing these schemes.
- 7.3 There is no provision for carry over and all works must be completed by 31st March 2015.

8.0 LEGAL IMPLICATIONS

- 8.1 There are no significant legal implications arising from this report.

9.0 DIVERSITY IMPLICATIONS

- 9.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.
- 9.2 The draft programme described in this report has been assessed by way of the Equalities Assessment supporting the Council's Member and TfL approved Statutory Local Implementation Plan (LIP) 2011-2014. This Spending Submission does not represent a formal update of the statutory plan and resultantly, the original E.A. remains valid. However, for the purposes of completion and good practice, a revised E.A. has been prepared and can be supplied on request.
- 9.3 The EA has concluded that there are no diversity implications arising from this report. However, specific diversity implications relating to individual schemes will be identified and addressed as part of individual project development plans and consultations carried out as part of the scheme designs.

10.0 STAFFING IMPLICATIONS

- 10.1 There are no significant staffing implications arising from this report.

11.0 ENVIRONMENTAL IMPLICATIONS

- 11.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Council's existing statutory Local Implementation Plan. There are no negative environmental implications of note

arising from the funds allocated through the 2014-2015 Brent LIP funding application/settlement.

Continues to appendices...

APPENDIX A

Local Implementation Plan (LIP) 2014/15 proposed schemes

Key to Ward Abbreviations

WARD	ABBREVIATION
- ALPERTON	ALP
- BARNHILL	BAR
- BRONDESBURY PARK	BPK
- DOLLIS HILL	DOL
- DUDDEN HILL	DNL
- FRYENT	FRY
- HARLESDEN	HAR
- KENSAL GREEN	KGN
- KENTON	KEN
- KILBURN	KIL
- MAPESBURY	MAP
- NORTHWICK PARK	NPK
- PRESTON	PRE
- QUEENS PARK	QPK
- QUEENSBURY	QBY
- STONEBRIDGE	STN
- SUDBURY	SUD
- TOKYNGTON	TOK
- WEMBLEY CENTRAL	WEM
- WELSH HARP	WHP
- WILLESDEN GREEN	WLG

Proposed 2014/15 LIP Programme - Neighbourhoods, Corridors and Supporting Measures Schemes.

Scheme	Description	14/15 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				14/15	15/16	16/17	
Harlesden Town Centre (Major Scheme)	Supporting LIP funding for Major Scheme – Urban Realm and Road Danger Reduction improvements. Large redevelopment of Harlesden town centre. Improvements to "routes in" to Harlesden town centre 2014/15 and beyond.	Construction	HAR / KGN	400	50	0	7295
Kingsbury Road collision reduction and urban realm	Town Centre Area Scheme including urban realm / traffic improvements. Design development in 2014/15. Potential major Scheme Step 1 to be submitted in 2015/16. Accidents within 36 month period ending April 2012: 35 resulting in 39 casualties.	Design & development	FRY / QBY	60	60	60	3340
Watford Road collision reduction	Northwick & John Lyon Roundabouts Casualty & Danger Reduction Programme - Accidents within 36 month period ending April 2012: 50 resulting in 74 casualties (KSI=5)	Design & development	NPK	50	50	150	817
Forty Lane collision reduction	Barn Rise to The Paddocks & Bridge Road/Forty Lane to Wembley Park Station - preliminary design and consultation. Collision Reduction Programme (also to address loading/unloading & parking issues in the area). Accidents within 36 month period ending April 2012: 52 resulting in 63 casualties (KSI=4, Pedestrians =14, right turns = 21, dark=18)	Design, develop & part-implement	BAR	100	100	50	809
A5 Kilburn High Road Corridor Safety and Urban Realm Scheme	a) Concept scheme developed in conjunction with Camden on boundary road. Encompasses section of Willesden Lane to North of Kilburn Station. b) Significant collision reduction potential c) Preliminary design, consultation in FY14/15 with initial signing works as required. d) Implementation in 15/16 and 16/17- values subject to cost estimate.	Design & development	KIL / BPK	95	170	15	724

¹ Priority scores based on assessment illustrated in Appendix C apply to infrastructure investment proposed within the Borough.

Scheme	Description	14/15 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				14/15	15/16	16/17	
Blackbird Hill - Neasden Lane North Collision reduction	Safety improvements A406 to Chalkhill Rd. Collision Casualty/Road Danger Reduction Programme	Design & development	BAR / WHP	25	150	15	590
Roe Green and Church Lane shopping parades and access roads	To create vibrant local shopping area to address parking, bus stop accessibility issues and improve footways and de-clutter etc. Scoping works undertaken in 13/14.	Design & development	FRY	50	100	300	551
Craven Park Road collision reduction	Road safety on walking routes leading in to Harlesden Town Centre - Park Rd to St Thomas's Rd, including urban realm improvements	Design & development	HAR / KGN	25	150	15	503
Willesden Lane Coverdale Road to Aldershot Road collision reduction	Preliminary design and consultation undertaken during 2013/14 as part of multi-year programme. Accidents within 36 month period ending April 2012: 36 resulting in 33 casualties (KSI=4, Pedestrians =8, Cyclists =8)	Construction	BPK	120	10	0	485
Coles Green – Dollis Hill – Park View Rd collision reduction	Potential 20mph zone as part of Collision Reduction Programme Accidents within 36 month period ending April 2012: 34 resulting in 38 casualties (KSI=5, Pedestrians =6, P2W = 6)	Design & development	DOL / DNL	30	215	20	448
Brentfield - Hillside Conduit Way to Wesley Rd	Preliminary design and consultation undertaken during 2013/14 as part of multi-year programme. Accidents within 36 month period ending April 2012: 27 resulting in 30 casualties (KSI=3, Pedestrians = 5, right turns = 9)	Construction	STN	130	0	0	434
Harrow Road - NW10 45m West of Trenmar Gardens to Wakeman Road	Preliminary design and consultation undertaken during 2013/14 as part of multi-year programme. Accidents within 36 month period ending April 2012: 31 resulting in casualties (KSI=5, Pedestrians = 6, right turns = 9)	Construction	KGN	50	0	0	411
Church Road Craven Park to Neasden Lane	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties. Accidents within 36 month period ending April 2012: 31 resulting in 33 casualties (KSI=3, Pedestrians = 10)	Design & development	DNL / HAR	25	140	15	407

Scheme	Description	14/15 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				14/15	15/16	16/17	
High St Harlesden. Park Parade to Furness Road	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties and address related to p2w. Accidents within 36 month period ending April 2012: 21 resulting in 25 casualties (KSI=3, Pedestrians= 6, Cyclists=3, P2W=9, right turn=7 dark=9)	Design & development	HAR / KGN	25	100	20	379
Salisbury Road Winchester Road to Harvist Road junction	Preliminary design and consultation undertaken during 2013/14 as part of multi-year programme. Accidents within 36 month period ending April 2012: 19 resulting in 21 casualties (KSI=2, Pedestrians =7, Cyclists = 7)	Construction	KIL / QPK	95	0	0	337
Neasden Lane - Tanfield Avenue - Dudden Hill Lane	Preliminary design and consultation undertaken during 2013/14 as part of multi-year programme. Accidents within 36 month period ending April 2012: 20 resulting in 25 casualties (KSI=3, Pedestrians =2, dark=8)	Construction	DNL / WHP	100	0	0	331
Neasden Lane Denzil Road to High Road, Willesden	Preliminary design and consultation undertaken during 2013/14 as part of multi-year programme. Accidents within 36 month period ending April 2012: 20 resulting in 24 casualties (KSI=2, Pedestrians =3, dark=6)	Construction	DNL / WLG	110	0	0	312
Hawthorne Road / Bertie Road / Pound Lane Area	Collision Casualty/Road Danger Reduction Programme. Accidents within 36 month period ending April 2012: 16 resulting in 20 casualties (KSI=3 Pedestrians =1, m/cyclists =9)	Design & development	WLG	30	145	20	231
B413 Carlton Vale Cycling improvements	Conceptual development/preliminary investigation/design work relating to the development of improved cycling infrastructure along the B413 Carlton Vale corridor. <i>Note: future funding may be available from Mayor's cycling fund.</i>	Design & development	Kilburn / Queens Park.	10	10	0	121
School Travel Plans engineering measures	Development and delivery of accessibility and pedestrian safety measures around and on the routes to various schools, including places with barriers to walking in the borough. Examples include Carlton Vale/Fernhead Rd (Falcon Rd) and Dudden Hill Lane (north-west of Burnley Road).	Design, develop & implement	Borough-wide	225	225	225	137

Scheme	Description	14/15 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				14/15	15/16	16/17	
Bus Stop Accessibility Programme	Ensuring bus user accessibility to Brent's bus stops continues to improve. Examples include higher kerb-lines to facilitate wheelchair/ramp access and ensuring bus passengers do not alight onto grass verges.	Design, develop & implement	Borough-wide	85	85	85	-
Waiting & loading reviews	Development and delivery of new/review existing waiting & loading restrictions to address problematic locations in the borough.	Design, develop & implement	Borough-wide	80	80	80	-
Accessibility & Disabled person's parking places	Providing disabled persons parking spaces across Brent to improve accessibility for disabled persons.	Design, develop & implement	Borough-wide	30	30	30	-
Signing & lining reviews	Reducing sign clutter throughout the Borough. Specifically reviewing A404 Corridor from Northwick Park roundabout to Kilburn Lane.	Design, develop & implement	Borough-wide	25	25	25	-
Intelligent Transport System Development	Funds to develop project plan for enhanced ITS systems within Borough in conjunction with TFL Roads Taskforce, to include enhanced VMS and congestion monitoring / real time information provision.	Develop	Borough-wide	40	0	0	-
School Travel Plans non-engineering measures	Smarter Travel interventions linked to the development of School Travel Plans (STPs) across Brent. Funding used for supporting materials for STP work within schools.	Deliver	Borough-wide	25	25	25	-
Bike It Project, Sustrans/Brent	A partnership project with Brent NHS, Sustrans have been commissioned to lead on this targeted cycling development project, offering training and promoting the health/lifestyle benefits of cycling.	Deliver	Borough-wide	35	30	30	-
Adult & child cycle training programme	An annual programme of cycle training activity delivered on behalf of the Council by Cycle Training UK.	Deliver	Borough-wide	100	100	100	-
Stanmore-Thames cycle route	Brent's contribution to LB Harrow's (lead borough) Major Scheme - Cycling Improvements (FY 2014-15 scheme) for a proposed route traversing Brent.	Design & development	Multiple	40	70	0	-

Scheme	Description	14/15 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				14/15	15/16	16/17	
School Buses Escort Programme	Continued support for addressing anti-social behaviour on key bus routes in Brent whereby funding is used for a human presence on troublesome routes/services to ensure successful operation of public transport in the borough and limiting police time.	Deliver	Borough-wide	30	30	30	-
Education, Training & Publicity (ETP) initiatives	Road danger reduction related activities across the borough, such as awareness raising campaigns and other promotional activities related to making a Brent's roads safer for all users. Increased allocation which now incorporates the highly successful and well received "Theatre in School" Programme.	Deliver	Borough-wide	50	50	50	-
Travel awareness programme	Travel awareness work such as events and promotional activities, magazine articles and adverts to further promote and raise awareness for sustainable transport across Brent.	Deliver	Borough-wide	25	25	25	-
Environmental health initiatives – Air Quality	Continued support for Brent's Environmental Health team for localised air quality monitoring linked to motor-borne air pollution/roadside diffusion tubes and reports/studies linked to this area. Linkage with WestTrans/sub-regional air quality monitoring.	Deliver	Borough-wide	15	15	15	-
Urban Realm / Street Trees	To facilitate the planting of new, shallow-rooting street trees linked to urban realm improvement projects across Brent.	Deliver	Borough-wide	30	30	30	-
Workplace Travel Plans	Brent-wide support for the work of Brent's policy/sustainable transport team relating to the development of workplace travel plans within the borough.	Deliver	Borough-wide	20	20	20	-
West Sub-region 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).	Deliver	Borough-wide	40	40	40	-
Installation of Electric Vehicle Charging Points (EVCPs).	To facilitate the delivery of electric vehicle charging points (EVCPs) in Brent	Deliver	Borough-wide	30	30	30	-

Scheme	Description	14/15 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				14/15	15/16	16/17	
Car Clubs	Delivering TMOs, signs and lines for on-street bays to promote the concept of car clubs and attempting to increase for demand for car clubs - particularly in the north of Brent. If demand increases and new car club locations are suggested by operators, then an element of the "local transport fund" is used for signs/lines/TROs.	Deliver	Borough-wide	5	5	5	-
LIP Policy, programme & monitoring	Resource related funding for development work relating to future year's LIP schemes/programme	Deliver	Borough-wide	20	20	20	-
Local Transport Funding	Local Transport Funding can be used to enhance projects in the capital programme or seed fund new projects. For example, in 14/15 part of this fund will be used to contribute towards development of highway proposals for the A5 Burnt Oak/Collindale growth area in partnership with Barnet.	-	Borough-wide	100	100	100	-
TOTAL 2014/15 LIP Funding Bid for Neighbourhoods, Corridors and Supporting Measures				£2580			

Principal Road Renewals

The following schemes have been identified through assessment of TfL funded condition surveys of the principal road network. TfL review the proposed programme and have the final say over its suitability. This programme will be put forward as part of the October 13 LIP submission to TfL and will also be reported to the Executive in early 2014 as part of a paper requesting approval for the 2014/15 Brent Capital planned maintenance programme.

Scheme	Description	Scheme Value 14/15 (£k)
A407 High Road Willesden -(Dudden Hill Lane - Church Road)	Plane & surface to 40mm(incorporating binder course & associated high friction surfacing / line marking works as required	236
A4088 Forty Avenue-(East Lane - Talisman Way)	Plane & surface to 40mm(incorporating binder course & associated high friction surfacing / line marking works as required	87
A404 Craven Park Road-(Tunley Road - St Marys Road)	Plane & surface to 40mm(incorporating binder course & associated high friction surfacing / line marking works as required	98
A4089 Ealing Road-(Bowrons Aveune- Douglas Avenue)	Plane & surface to 40mm (incorporating binder course & associated high friction surfacing / line marking works as required	80
A4003 Willesden Lane-(Dyne Road - Kilburn High Road)	Plane & surface to 40mm (incorporating binder course & associated high friction surfacing / line marking works as required	208
A404 Hillside -(Sunny Crescent- Brentfield Road)	Full footway resurfacing plus: Plane & surface c/way to 40mm (incorporating binder course & associated high friction surfacing / line marking works as required	620
A404 High Road Wembley (Park Lane - Cecil Avenue)	Plane & surface to 40mm(incorporating binder course & associated high friction surfacing / line marking works as required	80
TOTAL 2014/15 LIP Funding Bid for Principal Road Renewals		£1409²

² Indicative allocation of £1,131,000 plus £278,000 (c25%) contingency requested by TfL

Bridge Strengthening Programme

Scheme	Description	Scheme Value 14/15 (£k)
Allendale Road - B33	Stabilisation of clay embankment to LUL bridge.	£ 40,000
Mead Platt Over Mitchell Brook - C09	Strengthening of sub strength concrete box culvert.	£ 95,000
North End Road West - B62	Review of old design.	£ 30,000
The Rise - B06	Stabilisation of clay embankment to LUL bridge.	£ 40,000
Twybridge Way (1) Over Canal Feeder- B49	Lining of structure to strengthen carriageway and replacement of parapets.	£ 75,000
Twybridge Way (2) Over Canal Feeder- B50	Lining of structure to strengthen carriageway and replacement of parapets.	£ 75,000
Bridge Strengthening Programme 2014/15 Bid Grand Total		£ 355,000³

³ Relative priorities throughout Greater London determined by London Bridge Engineering Group. All bids are prioritised and budget allocated centrally.

APPENDIX B
REVISED TARGETS⁴

Core indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data			
Mode share of residents	% of trips by walking	Calendar	%	2006/09	31	2025	35	2010/11	2011/12	2012/13	2015/16
								31.7	31.9	32.2	32.9
Mode share of residents	% of trips by cycling / no of trips	Calendar	%	2006/09	1.3	2025	4.3	2010/11	2011/12	2012/13	2015/16
								1.8	2.0	2.2	2.7
Bus service reliability	Excess wait time in mins	Calendar	Mins	2008/09	1.2	2025	1.2	2009/10	2010/11	2011/12	2015/16
								1.19	1.19	1.19	1.18
Asset condition - principal roads	% length in need of repair	Calendar	%	2006/08	7.9	2025	2.9	2010/11	2011/12	2012/13	2015/16
								7	6.7	6.4	5.5
Road traffic casualties	Total number of people killed or seriously injured	Calendar	Number	2005/09	105	2020	60	2012	2013	2014	2016
								86	81	78	Revised to 72
Road traffic casualties	Total casualties	Calendar	Number	2005/09	918	2020	540	2012	2013	2014	2016
								958	885	835	Revised to 737
CO2 emissions	CO2 emissions	Calendar	Tonnes/year	2008	231	2025	127	2011	2012	2013	2016
								219	213	200	182

⁴ Targets are set, measured and reported by Transport for London. Trajectory towards 2025 targets for collision reduction have been adjusted by Brent on TfL's request to reflect much better Brent performance in medium term – Brent exceeded 2015/16 target in 2011/12.

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LIP PRIORITISATION MODEL

