

Response	Consultation document	Revised draft LTTS	BBC Comments
The way the LTTS is structured makes it difficult to follow. It would be beneficial to set out the vision, aims and objectives of the strategy before considering other issues.	Can be seen in Chapter 7, page 31 of Appendix B	Can be seen on pages 7 to 11 of Appendix A.	These have been revised to reflect the results of the public consultation
The current document structure fails to enable a good understanding of the issues surrounding forthcoming growth in the borough and how investment will be focussed to enable this. A more accessible structure would enable a better understanding		The new document structure can be seen throughout Appendix A	The revised draft LLTS has been restructured in its entirety to enable a better understanding of the subject matter and to enable a more objective-led approach to investment.
The strategy is currently not sufficiently explicit with regards to how it will deliver on the objectives set. It is suggested that the strategy needs to be more specific in its delivery mechanisms and that perhaps these should be reflected in the Targets.		A summary of the SMART targets set can be seen on pages 44 and 45 of Appendix A	The revised draft LTTS seeks to clearly set out under each heading how the objective will be delivered. Targets have been developed specific to each objective and have been formulated to be SMART and monitorable.

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<p>The Consultation document contains 11 targets which aim to provide attractive, safe and sustainable neighbourhoods. However, it is not made clear how these targets relate to the Objectives or the Priorities and hence they appear to lack direction. They also fail to set any mechanism by which progress against them may be monitored, i.e. they are not SMART.</p>		<p>A summary of the SMART targets set can be seen on pages 44 and 45 of Appendix A</p>	
<p>It is unclear how these priorities were arrived at as no evidence base or public/stakeholder consultation results are provided to suggest where they originated.</p>		<p>Evidence for priorities and objectives can be seen on pages 9 and 10 of Appendix A</p>	<p>The priorities set out in the revised draft LTTS are backed up with consultation results as set out specifically in Chapter 2 of Appendix A.</p>

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HS2 and Crossrail should be addressed within the LTTS	Brent is well placed to benefit from improved connectivity to Europe as a result of the new HS2 international station at Old Oak. Brent is supporting the TfL petition for inclusion of a link between HS2 and HS1. This link should be provided without undermining existing or future passenger and freight services on the North London Line. A link between Crossrail and the West Coast Main Line would result in much improved connectivity for the Wembley Area to central London, Heathrow and other national destinations.	Inclusion of Cross rail and HS2 can be seen on page 19 of Appendix A	This response incorporates a number of separate responses received that were in favour of incorporation of Cross Rail and HS2
Improved bus services are needed throughout the Borough linking Brent to central London and other destinations, including orbital routes	Brent supports the enhancement to bus services through improvements to frequency as well as extending, amending and creating new services based on future demand. This means more frequent services where possible and improved routing of services where appropriate.	These comments have been incorporated on pages 19 and 20 of Appendix A	This comment incorporates a number of responses received in favour of improved bus services. It should be noted that Brent can lobby TfL for improvements but does not directly control bus services within the borough.
We strongly support the commitment to improving the public realm within Brent's town centres.		This response has been included on pages 16 and 17 of Appendix A	

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There are omissions around health care		Please see Chapter 2: Cycling, Chapter 2: Walking and Chapter 7: reducing the exposure of Brent residents to PM and NO ₂	The contribution of transport to health and wellbeing is now incorporated throughout the document. The lack of emphasis on this issue was highlighted in a number of responses as a gap in the LTTS.
The table of policies in chapter 7 is contradictory in places	Tables 7.2 to 7.10 Chapter seven of Appendix B	See Appendix A pages 4 to 6	Due to the long-term nature of the LTTS and its primary purpose as a guidance document for future policy formulation and funding allocation, it does not contain a detailed action plan of measures to be implemented independently. It is not the purpose of this document to provide details of specific schemes. This detail will be contained in the annual LIP submission that will be formulated to reflect the objectives of the LTTS and other relevant borough and regional policies.

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<p>Cannot ascertain from the consultation document whether future year forecasts have been produced and whether future year scenarios have been modelled.</p>		<p>See Appendix A pages 4 to 6</p>	<p>Due to the long-term nature of the LTTS and its primary purpose as a guidance document for future policy formulation and funding allocation, it does not contain a detailed action plan of measures to be implemented independently. It is not the purpose of this document to provide details of specific schemes. This detail will be contained in the annual LIP submission that will be formulated to reflect the objectives of the LTTS and other relevant borough and regional policies.</p>
<p>Policy T2.3 supports freight access to key national destinations outside London. We would be supportive to improvements within Brent and beyond to the M1 in so far as they create a joined up approach to freight movement and help to foster economic development through reduced freight journey times and improvements to journey time reliability.</p>	<p>Support improved freight access to key national destinations outside London</p>	<p>This response has been incorporated within Appendix A pages 23 to 24</p>	

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Policy T7.5 aims to promote employment parking management plans with a justification of management of air quality and peak hour flows. We would support such measures.	To promote parking management plans for business parks and employment locations	This comment has been incorporated within Appendix A pages 21 and 26	
I want to see more emphasis on transport that benefits Londoners in other, neighbouring local authorities, perhaps to the detriment of us.			It is not Brent Council policy to act to the detriment of Brent residents. This comment therefore has not been taken forward in the revised document.
Both the current London Overground consultation at Old Oak Common, and the December 2014 HS2 Ltd consultation about "Crossrail to the West Coast Main Line" are relevant to your document, given their time-scales.		This comment has been incorporated within Appendix A pages 19 to 20	Both the consultations referred to were responded to separately
Crossrail will be important to the Borough and should be noted within the LTTS		This comment has been incorporated within Appendix A pages 19 to 20	This response summarises two separate communications containing the same message
Consideration should be given to potential adverse impacts of increased bus services on local areas			These issues will be addressed in partnership with TfL on an individual basis and therefore do not form part of the LTTS, which is a high-level document.

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We strongly support the development of the Brent cycling strategy		This comment has been incorporated within Appendix A on pages 14 and 15	
There is no case apparent for more routes as there are already excellent tube, rail and bus links in the Salusbury Road area,			This comment is specific to the Salusbury Road area and as such will be addressed separately through liaison with TfL
There are 3 schools in Salusbury Road and additional ones just north and south of here. Any school expansion plans need to recognise that the area is already under huge pressure during school start and end times			This comment is specific to the Salusbury Road area and as such will be addressed separately rather than through the LTTS
Lack of focus on disability issues			The LTTS has been subjected to an Equality Assessment to ensure it does not work to the detriment of disabled people or other protected groups.
T2.4 which encourages freight mode shift to rail could conflict with policy T3.3 which encourages the greater use of the Dudding Hill line for passenger services unless careful consideration is given to implementation.	Support rail-based freight and restrict road based through-freight movement to the North Circular Road or specified radials. Support the use of Dudding Hill freight line for passenger services.	Please see Chapter 1 pages 4 and 5 of Appendix A	Due to the strategic nature of the document and the further work carried out, the LTTS no longer contains a table of specific policies. It is expected that the specific schemes will be contained within other strategy action plans, which will be formulated with reference to the objectives of the LTTS

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TfL would encourage the council to explore opportunities to see how it can facilitate and promote the benefits of out-of-hours deliveries and where those opportunities may exist to amend local transport and planning restrictions to enable out-of-hours deliveries		This comment has been incorporated within Appendix A on pages 23 and 24	
There could be a more specific focus on pedestrians and walking within the borough as there is in the cycling section of the document, given how many trips will either start or end with a journey on foot.		This comment has been incorporated within Appendix A on pages 13 to 18	Sections on both these modes have been incorporated
Living Streets feels the strategy could go further to ensure a truly holistic approach to future transport plans in the borough.		This comment has been taken forward throughout Appendix A	
Improve public health - in line with the Mayor's transport and health action plan ¹ and Brent's Health and Wellbeing Strategy.		This comment has been incorporated within Appendix A on pages 13 to 18 and 40 to 42	We have sought to incorporate transport's influence on health throughout the document
Increase the number of people walking - by improving the walking environment.		This comment has been incorporated within Appendix A pages 17 and 18	
Living Streets would like to see a greater focus on creating people-friendly places and a reduced emphasis to car based traffic		This comment has been incorporated within Appendix A pages 17 and 18 and 23 to 26	

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We broadly support the strategy for District and Local Centres, but feel the statements should be made more explicit.	The strategy for all of our District and Local centres is to: Improve access to public transport interchanges, particularly rail and tube stations; Improve access to public transport interchanges, particularly rail and tube stations; Improve pedestrian / cycle links; Improve air quality; Improve parking provision; Address and, where possible, reduce through traffic.	This response has been taken forward in Appendix A pages 28 to 34	
The Mayor of London has set a road casualty reduction target of 40% by 2020 and a long term ambition of freeing London's roads from all deaths and serious injuries 4. Owing to the long term nature of this strategy, we would encourage Brent to make a similar statement of intent.	See page 25 of Appendix B	This response has been incorporated within Appendix A pages 36 to 39	
Living Streets is in strong support of the greater use of 20 mph speed limits or zones in Brent on streets where people live, work and shop - including local high streets and town centres.	See page 25 of Appendix B	This response has been incorporated within Appendix A on page 39	
Achieve balance between northern and southern halves of the borough, particularly in relation to regeneration areas	□		This comment has not been taken forward as it is not within the scope of the LTTS to define development areas

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Reducing existing traffic congestion hotspots	□	This response has been incorporated throughout Appendix A and has been set as a priority as seen on page 9	Congestion reduction was set as a priority for the draft LTTS following consultation
Reducing the number of buses using Chamberlayne Road	.		This comment has been addressed separately as it does not fall within the scope of the LTTS
Improve conditions for cyclists	See pages 26 and 27 of Appendix B	This response has been incorporated within Appendix A on pages 13 to 15.	
Improving air quality throughout the borough is important		This response has been incorporated within Appendix A on pages 41 to 42	Improving air quality and reducing exposure of Brent residents to NO2 and Particulate matter has been incorporate as an objective within the revised draft. This is to reflect both comments received during consultation and the policy context.
There has been no discussion about night buses			Brent will continue to lobby TfL for improved bus services and will take this comment forward as part of this process.

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There is no mention on improving transport around schools and hospitals, but it would be key to take this into consideration.			Due to the strategic nature of the LTTS this comment has not been addressed directly. The LTTS does not contain an action plan but provides guidance as to how future investment in transport might be focussed. It is expected that this comment will be taken forward through daughter documents, such as the cycle strategy and travel plan strategy
Much of this is outside the council's direct control - or it's ability to fund schemes			Though it is true that Brent does not have control over all the elements outlined within the LTTS, Brent does play an important role in lobbying for schemes and other improvements that will benefit Brent residents. This is why the LTTS takes a broad remit and seeks to provide direction as to this.
More overground options needed			Brent cannot address this directly but will seek to lobby TfL to take this forward if possible
Cycling routes need to be kept separate from both heavy traffic and pavements, for the safety of both cyclists and pedestrians			This comment will be taken forward as part of the Cycle Strategy

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Rail services from Wembley Central station need to be improved i.e. the Southern Rail service should run into the late evenings on weekdays and Saturdays and a Sunday service is required.			This comment is will be taken forward in lobbying TfL for improved services.
A proper crossing with lights is needed on Wembley Hill Road opposite the entrance to The London Designer Outlet.			This comment is too specific to be taken forward as part of the LTTS, however it will be forwarded on as a service request
Not enough buses serve the new Civic Centre.			This comment is too specific to be taken forward as part of the LTTS, however we will continue lobby TfL for improvements of this nature.
You need to accept that people need to use cars and need to park at reasonable distance from their destination. Not everyone can get on a bus		This comment has been incorporated within Appendix A on pages 23 to 26	
No mention of improving commuter links particularly Chiltern Line service to and from London & High Wycombe			This comment will be taken forward in continuing lobby work with TfL
Car clubs not given emphasis		This comment has been incorporated within Appendix A on pages 24 and 25	

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This policy does not take into account the negative effects on specific areas such as Cricklewood where there will be increased traffic and pollution and reduced direct transport links to the centre of the city and the interchange at West Hampstead.			the LTTS does not seek to address specific development proposals. However Brent Borough Council will continue to work with both Barnet Borough Council and its chosen development partners to represent the interests of Brent residents with regard to impacts on the road network.
I would prefer an absolute commitment to improve air quality		This comment has been incorporated within Appendix A on pages 40 to 42	
There should be a blanket 20mph speed limit across the Borough for road safety,		This comment has been incorporated within Appendix A on page 39	
The Cycle Strategy is needed as soon as possible and should incorporate bike parking and other facilities for cyclists, including showers etc.		This comment has been incorporated within Appendix A on page 14	The Cycle strategy will contain specific actions for encouraging cycling therefore the comments regarding parking and showers will be taken forward in as part of the cycle strategy, rather than being set out within the LTTS.
local car users are not catered for within the LTTS		This comment has been incorporated within Appendix A on pages 23 to 26	
The quality of local roads needs to be considered			This will be taken forward as part of the Highways Asset Management Plan

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A Low emission strategy is essential		This comment has been incorporated within Appendix A on pages 40 to 42	
Hs2 will divert funding away from local projects and have a detrimental effect on local communities in Brent, other London Boroughs and Counties outside London	See page 14 of Appendix B		Brent Borough Council has expressed its support for both HS2 and Crossrail as far as they benefit the residents of Brent. Therefore, it is not possible to take this comment forward at this time.
Expanding Heathrow will bring substantial noise pollution to yet another London Borough - Brent. It will also increase air pollution and contribute negatively to climate change.	See page 12 of Appendix B		Brent Borough Council has expressed its support for Heathrow as the preferred option for the development of a hub airport for the London area. It is therefore not possible to take this comment forward at this time
I believe the improvement and support of the public transport system is the way forward, this includes more bus lanes and night services. This would encourage car owners to use their vehicles less and less need for public parking spaces.	See page 24 of Appendix B	This comment has been taken forward within Appendix A pages 19 to 20	
Objective 10 "To improve air quality and contribute towards climate change targets" - should refer to Brent Air Quality Action plan	See page 31 of Appendix B	This comment has been taken forward within Appendix A pages 40 to 42	