



**Cabinet
24 August 2015**

Report from the Chief Operating Officer

For Action

Wards Affected: ALL

Long Term Transport Strategy

1. SUMMARY

- 1.1. The Long Term Transport Strategy (LTTS) has been developed to provide strategic direction to transport investment throughout the borough over the next 20 years (2015 - 2035).
- 1.2. Priorities and objectives have been developed following consultation with residents and key stakeholders regarding transport and travel in the borough which also reflect the priorities and objectives set out in the Borough Plan and the Mayors Transport Strategy.
- 1.3. The priorities and objectives of the LTTS when implemented will also complement and support work of other service areas such as Regeneration and Growth and Air Quality.

2. RECOMMENDATIONS

- 2.1. That Cabinet notes the consultation, and
- 2.2. That Cabinet provides comments to the Long Term Transport Strategy for Brent 2015 – 2035 as set out in Appendix A.
- 2.3. That Cabinet delegate to the Chief Operating Officer, in liaison with the Lead Member for the Environment final approval of content, including design, following any required changes agreed at Cabinet.

3. BACKGROUND

- 3.1. A draft LTTS, was taken to the Highways Committee in March 2014. The Committee agreed the following:
- (i) that the draft Long Term Transport Strategy for Brent be approved, subject to inclusion of changes agreed by the then Executive;
 - (ii) that the draft Long Term Transport Strategy be subject to public and stakeholder consultation during 2014, and be reported back to the Highways Committee and Executive for final approval.

4. PURPOSE OF THE LTTS

- 4.1. The LTTS has been developed to provide a strategic direction for investment in transport throughout the borough over the period of 2015 to 2035. It will be used to inform the development of other transport strategies for the borough and will provide a basis for future Local Implementation Plan (LIP) annual spending submissions to Transport for London.
- 4.2. It will primarily be implemented via the action plans of daughter strategy documents, such as the Cycling Strategy etc. and the LIP annual spending submission.
- 4.3. It also will enable us to demonstrate clearly what progress is being made towards achieving the objectives as it contains targets, measuring the success of the strategy. Performance against these targets will be monitored and reported annually.

5. PUBLIC CONSULTATION

- 5.1. The draft LTTS went out for public consultation from 21st August 2014 to 16th October 2014. Local elected Members and stakeholder groups were consulted separately.
- 5.2. The consultation process included the following:
- A Member workshop including a presentation and opportunity to comment on each section of the draft LTTS.
 - An online questionnaire via the consultation portal.
 - Stakeholder organisations, including statutory stakeholders, partner organisations, community and interest groups received a letter with information on how to access the full consultation document with a link to the questionnaire and an offer to meet.

- Members of the public received notification of the consultation via the Brent Magazine, Facebook, Twitter and the Brent Borough Council website.
- Questionnaires placed in libraries throughout the borough and a link to the e-questionnaire was widely advertised via the above media and a press release.
- Three staffed events held on the 25th September from 17:00 to 20:00, the 26th September from 10:00 to 16:00 and Saturday 4th October from 11:00 to 16:00. By holding these events at two different times of day, during the week and at the weekend we sought to maximise the amount of people able to attend. The events were advertised via the same media as the questionnaire.

5.3. A good level of response was received and all comments submitted during the consultation process were assessed for incorporation into the final LTTS.

5.4. The numerical survey results can be seen in Appendix C.

6. CONSULTATION ANALYSIS

6.1. On viewing the comments it is evident that the consultation highlighted a number concerns regarding the draft LTTS, some of which were raised by a number of individual groups or members of the public. Concerns of particular note included:

- Poor structure
- Lack of emphasis on health and wellbeing
- Non-specific targets and objectives
- Lack of emphasis on air quality
- Lack of emphasis on walking
- Lack of emphasis on cycling
- The need for improved bus services

6.2. The free text comments received from stakeholders, members and members of the public are set out in full in Appendix B.

6.3. The identified concerns suggested that further work was required in order to ensure the LTTS was fully reflective of the needs of the borough.

7. FURTHER WORK

7.1. Due to the nature of the comments received it was not felt that minor alterations of the draft LTTS was sufficient to fully reflect the outcome of the consultation.

- 7.2. As such, following input from senior officers and the portfolio holder the draft LTTS was revised significantly to better reflect the needs of the borough as suggested by residents, stakeholders and Members.
- 7.3. This has resulted in a number of changes which includes a consolidation of the number of objectives that now reflect the current priorities and objectives of the council and the Mayor's Transport Strategy.
- 7.4. The structure of the document has been revised to present the priorities and objectives earlier in the document outlining from the outset of what we are aiming to achieve for transport and travel in Brent. Emphasis is now placed on each objective enabling the reader to immediately understand how they are going to be achieved with the relevant target indicating when we will aim to achieve it.
- 7.5. The revised structure has enabled the length of the document to be halved whilst not losing strategic focus. This has enabled comments regarding the long length and repetitiveness of the draft LTTS to be answered
- 7.6. Appendix B sets out all comments received, highlighting where comments have been incorporated into the final LTTS (Appendix A) and provides a comparison point (where available) to the consultation document. It also provides an explanation where we have been unable to take comments forward.
- 7.7. Appendix A was scrutinised on 12th August 2015. Extensive discussion was had and a detailed note will follow, see background papers.

8. CONCLUSION

- 8.1. Following the revisions as a result of the consultation and scrutiny (to be reported at Cabinet by the Lead Member) it is considered that the final LTTS is now a focussed strategic document that is accessible and fully reflects the consultation results, the Borough Plan and the Mayors Transport Strategy. It is recommended that it be adopted as policy by Cabinet.

9. FINANCIAL IMPLICATIONS

- 9.1. There are no direct financial implications arising as a result of the adoption of the LTTS as it seeks to embody strategies and policies that Brent Borough Council is already committed to. However, it may provide a good basis for bidding for further funding in the future.
- 9.2. Any costs linked to implementing the strategy would be met from existing resources or would be subject to a further report to Cabinet before proceeding.

10. LEGAL IMPLICATIONS

10.1. There are no known legal implications associated with adoption of the LTTS.

11. DIVERSITY IMPLICATIONS

11.1. The consultation material was made available to all groups on an equal basis. Stakeholders included faith groups, disability groups and ethnic minority community groups. The majority of responses received were from those identifying as white and Christian, however, a significant proportion were received from those identifying as black.

11.2. There are no known diversity implications associated with the LTTS. This report is accompanied by an Equality Impact Assessment, see Appendix D.

12. STAFFING / ACCOMMODATION IMPLICATIONS (IF APPROPRIATE)

12.1. There are no requirements for increased staffing levels or alteration of accommodation.

13. BACKGROUND PAPERS

13.1. Minutes from Scrutiny Committee on 12th August 2015

13.2. Lead Member for Environment note regarding Scrutiny Committee on 12th August 2015.

14. CONTACT OFFICERS

Tony Kennedy – Head of Transportation
Transportation Services
Phone: 020 8937 5151
Email: Tony.Kennedy@brent.gov.uk

Chris Whyte
Operational Director - Community Services
Phone: 020 8937 5342
Email: Chris.Whyte@brent.gov.uk

Lorraine Langham
Chief Operating Officer