



Cabinet
21 September 2015

**Report from the Chief Operating
Officer**

For Action

Wards Affected:
ALL

**Brent Local Implementation Plan (LIP) Submission for
2016/17 - 2018/19**

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). LIP 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 Cabinet to submit the 2016/17 LIP to TfL and following the approval of that body, to implement the schemes and initiatives within the submitted/approved LIP programme and funding.

2.0 RECOMMENDATIONS

- 2.1 That Cabinet notes the 2016/17 total TfL provisional LIP allocation of £3,545,000.
- 2.2 That Cabinet approves the proposed 2016/17 programme of LIP Corridors, Neighbourhoods and Supporting Measures schemes, as set out in **Appendix A** of this report, through application of the prioritisation matrix, as described in this report and, subject to TfL approval in autumn 2015, instructs the Head of Transportation to deliver this programme using the allocated budget and resources available.
- 2.3 That Cabinet approves the Wembley Transport Corridor as the highest priority scheme for submission under the Major Schemes programme, as set out in the Major Schemes Prioritisation Matrix, enclosed in **Appendix B**, and as described in this report. Cabinet also instructs the Head of Transportation to apply for funding, in collaboration with funding partners and neighbouring

boroughs, where required, to programme and deliver the highest priority schemes listed in the Major Schemes Prioritisation Matrix, using the allocated budget and resources available.

- 2.4 That Cabinet authorises the Head of Transportation to undertake any necessary statutory and non-statutory consultation and consider any objections or representations regarding the schemes set out in **Appendix A** of this report. If there are no objections or representations, or the Head of Transportation considers the objections or representations are groundless or insignificant, the Head of Transportation is authorised to deliver the schemes set out in **Appendix A** of this report. Otherwise, the Head of Transportation is authorised to refer objections or representations to the Highway Committee for further consideration.
- 2.5 That Cabinet notes the scheme allocations are provisional and that schemes may be subject to change during development and following the consultation process.
- 2.6 That Cabinet authorises the Head of Transportation to vary scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, in consultation with the Lead Member for Environment and in accordance with financial regulations.

3.0 LIP BIDDING PROCESS

- 3.1 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 LIP funding. This is for the specific purpose of investing in transport related programmes and cannot legally be spent on other activities.
- 3.2 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 MTS.
- 3.3 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:
 - Public transport – bus reliability, bus patronage.
 - Road safety – monetary value of all casualties (killed, serious and slight) on all roads in the borough.
 - Congestion and environment – vehicle delay, CO2 emissions from transport.
 - Accessibility – residential population weighted by index of deprivation.
- 3.4 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.

- 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.

3.5 Under the LIP, there are five funding streams, each of which address different transport issues and apply different application and assessment requirements:

- Corridors, Neighbourhoods and Supporting Projects;
- Major Schemes;
- Local Transport Funding;
- Principal Road Maintenance; and
- Bridge Strengthening

3.6 Examples of schemes which can be submitted under each funding stream are as follows:

Table 1: LIP funding streams (TfL)

LIP Funding Stream	Description
Corridors, Neighbourhoods and Supporting Projects	Holistic or area-based schemes, including bus priority, cycling, walking, safety measures, regeneration, environment, accessibility, Cycle training, car clubs, installation of electric vehicle charging points, school and workplace travel plans, and instigating behavioural change to travel options.
Major Schemes	Major schemes lie outside of this annual funding application process. A prioritised list of potential schemes is attached in Appendix B.
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. It is intended to use the 2016/17 funding for Play Streets, the investigation of potential 20mph limits or zones and small scale reactive safety projects.
Principal Road Maintenance	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.

3.7 Most notably our focus is on delivering schemes that have the highest potential for collision reduction. Through analyses of Borough-wide collision statistics, streets and areas are identified where there is evidence of a disproportionately high number of collisions resulting in deaths, serious or minor injuries. From this analysis, a list of streets and neighbourhoods is identified where engineering measures have the potential to reduce the number of collisions that could occur in future years. This process is in accordance with TfL's requirement for all boroughs to prioritise funding to road safety projects.

- 3.8 This report provides details of the submissions to be made for funding in the 2016/17 financial year under the Corridors, Neighbourhoods and Supporting Projects, Major Schemes and Local Transport funding streams.

4.0 LIP SCHEMES DELIVERED 2015/16

- 4.1 During 2015/16 a total of £7.847 million is being invested in improving Brent's roads, footways and transport infrastructure. This includes:

- £3.537 million of LIP funding
- £0.863 million S106 developer contributions
- £3.447 million of Brent Capital funding to maintain and improve the highway network

PRINCIPAL ROAD MAINTENANCE

- 4.2 Principal Road Maintenance funding is provided by TfL to renew principal (A class) roads in the borough. This programme of works is developed through an assessment of need taken from the most recent condition surveys provided and reviewed by TfL. Brent's current programme for principal road renewals is contained in Table 2.
- 4.3 Preventative road maintenance and major resurfacing works are selected following an assessment of the entire borough-wide network to determine the current condition. A scoring system is used to identify roads suitable for major resurfacing or preventative maintenance that assessed the following:
- Condition based on outcomes of annual condition surveys and inspection programmes;
 - Road hierarchy and traffic usage, including proximity of local schools / colleges;
 - Level of risk in terms of numbers of accident claims, historic pothole repair records and/or collision history; and
 - The cost effectiveness of preserving roads that have not yet fully deteriorated and fixing those which have.
- 4.4 In the preparation of a list of streets where there is a compelling case for either the roads and/or pavements to be renewed the Transportation Service also takes account of councillor nominations. Where a number of schemes attract the same or similar condition scores, those which also have a councillor nomination are provided additional weighting in determining inclusion into the proposed maintenance programmes. We may also deviate from priority order where, for instance, a section of road in relatively good condition may be resurfaced if it is on a street where the rest of the road needs maintenance and it would be illogical, or impractical, not to resurface the whole street.

Table 2: Principal (A Road) Maintenance Programme 2015/16 - funded by TfL

Principal (A Road) Maintenance Programme	Length (m)	Estimated Cost (£k)	Ward
A404 Hillside NW10 (Wesley Road to Brentfield Road - also including 754mts of footway upgrade)	350	448	STN
A4088 Forty Avenue (Corringham Road to Barn Rise)	240	140	BAR
A404 Craven Park (Knatchbull Road to St Albans Road)	290	190	STN / HAR
A4005 Ealing Road (Glacier Way to Carlyon Road)	280	110	ALP
A4005 Bridgewater Road (Junction Manor Farm Road)	130	98	ALP
A5 Edgware Road (Chichele Road to Temple Road)	350	111	MAP
Totals	1.64km	1097	
Reserve Scheme			
A4006 Kingsbury Road (Honeypot lane to Valley drive)	550	252	QBY / FRY

Note: programme identified through the results of a London-wide SCANNER survey and to be funded by TfL. All schemes are subject to co-ordination with internal and external agencies.

- 4.5 TfL allocated Principal Road Maintenance funding of £1.097m to Brent for 2015/16. TfL requests that boroughs include an additional 25% 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 £270k to the provisional programme value to make a total 2015/16 Principal Road Maintenance bid value of £1.367m.

BRIDGE STRENGTHENING

- 4.6 Funding is provided under the Bridge Strengthening and Assessment programme to assist boroughs in maintaining and improving bridges and structures.
- 4.7 In 2015/16, Brent has been allocated £64,000 for the works listed in Table 3. These bids were applied through BridgeStation. These works will be monitored bimonthly on BridgeStation to ensure spending is scrutinised throughout the year.

Table 3: Bridges approved for funding in 2015/16

Northview Crescent	Feasibility Study	£29,000.00
	Remediation Works	£5,000.00
North End Road West	Review old design	£30,000.00

- 4.8 In addition to the above works Brent will be completing Principal and General Inspections in accordance with best practice. This information as well as other processes will be used to update our asset register and the quality of our information held via BridgeStation. Brent will also be examining historical data

in order to efficiently bid for allocations in any interim bids and a 2016/17 funding bid.

5.0 PRIORITISATION OF SCHEMES

- 5.1 Over the course of a financial year a significant number of requests for infrastructure improvements are received. Given that funding is limited, it is not always possible to satisfy all of the requests the Council receives. A prioritisation model for Brent assists us to objectively rank the infrastructure improvement requests, and hence to develop a draft programme based on our provisional funding allocation.
- 5.2 Brent has always used a prioritisation matrix for selecting LIP schemes under the Corridors, Neighbourhoods and Supporting Projects funding stream, however in the past year, the Transportation service has reviewed and updated this matrix to ensure it meets the needs of Brent today and improve the way in which we collaborate with other Council services. Furthermore, a new prioritisation matrix was developed to assist in identifying and prioritising areas to be investigated for Major Schemes funding submissions.

6.0 CORRIDORS, NEIGHBOURHOODS AND SUPPORTING PROJECTS PRIORITISATION MATRIX

- 6.1 The Corridors, Neighbourhoods and Supporting Projects spending submission includes schemes 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.
 - Schemes that support the MTS outcomes.
 - Strategic schemes that support the Council's objectives, including supporting regeneration, high streets, public health and air quality.
 - Requests, proposal and suggestions received from members, residents and businesses (e.g. Brent Connects forums, resident enquiries, etc).
- 6.2 A total of 44 scheme requests have been received by the Transportation Service. In May 2015, the Transportation Service contacted all Councillors and Heads of Service as part of a 'Call for Schemes' which six councillors responded to. Each of the schemes which were identified as eligible for funding under the Corridors, Neighbourhoods and Supporting Projects LIP funding stream, or which were not currently being addressed by another scheme, were included within the Prioritisation Matrix.
- 6.3 After entering all potential schemes into the matrix, these 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:
- Each scheme 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. This score is particularly weighted to produce a higher score where casualties have been vulnerable road users, such as children, pedestrians, cyclists and powered two wheelers (i.e. motorcycles and scooters), or where collisions are of greater severity (i.e. resulting in a fatality or serious injury).

- The scheme is then assessed against the objectives of the Mayor's Transport Strategy and meeting Borough priorities, such as regeneration high streets, public health and air quality.
- In the context of limited funding availability, schemes which are eligible for co-funding from other sources also receive additional weighting.
- After each scheme has been scored against the benefits that it would deliver, the total score is calculated and each scheme is ranked by high to low score.
- Some adjustments are made for existing and ongoing schemes where Borough priorities necessitate exceptions.
- A red line is drawn where accumulated total scheme values exceed the provisional funding value of £2,545,000.

6.4 For this 2016/17 LIP funding submission, we assessed a total of 76 schemes, of which 56 have been included within this submission to be taken forward during the current financial year for scheme development and/or implementation. However, if our final LIP allocation is different to the provisional value of £2,545,000, we will need to amend the programme accordingly and will use priority scores to determine which projects can be taken forward during 2016/17.

7.0 MAJOR SCHEMES PRIORITISATION MATRIX

7.1 Brent Council's LIP (2011 – 2014) contained a list of potential future major scheme projects; however this had not been updated since. With the success of the recent major scheme at Harlesden, the Transportation service was receiving a number of additional requests for further projects and it was clear there was a need to assess and prioritise them objectively. The service therefore developed a prioritisation matrix to prioritise these various schemes to inform future decisions on which schemes to progress to application stage with TfL.

7.2 Schemes to be assessed within the Major Schemes Prioritisation Matrix are assessed against a number of objectives, including:

- Road Traffic Collisions (Stats 19 data)
- TfL Major Scheme Objectives (as outlined in the Major Schemes Guidance document).
- Key Brent Council policy areas, such as being located in a Regeneration area or being identified on a high streets, public health or air quality priority list.
- Requests from members of parliament, councillors and residents are also taken into account.

7.3 Where available, we have also used surveys of visitors per annum to calculate a justified investment in each location as per TfL's Major Schemes Investment

Ready Reckoner, which calculates the approximate investment which may provide a benefit to cost ratio above 2:1.

7.4 Information on which major scheme locations were assessed is provided in Section 11.0.

7.5 An extract of the Major Schemes Prioritisation Matrix is attached in **Appendix B**.

8.0 LIP 2016/17 FUNDING ALLOCATION

8.1 In June 2015 TfL informed the Council of its provisional LIP allocation of £3,545,000 in 2016/17 across the Corridors, Neighbourhoods and Supporting Projects, Local Transport Funding and Principal Road Maintenance funding streams as part of issuing the guidance document for the process of compiling and submitting the annual Spending Submission.

8.2 The table below shows how this funding allocation has been divided between funding streams:

Table 4: 2016/17 Funding Allocations by funding stream

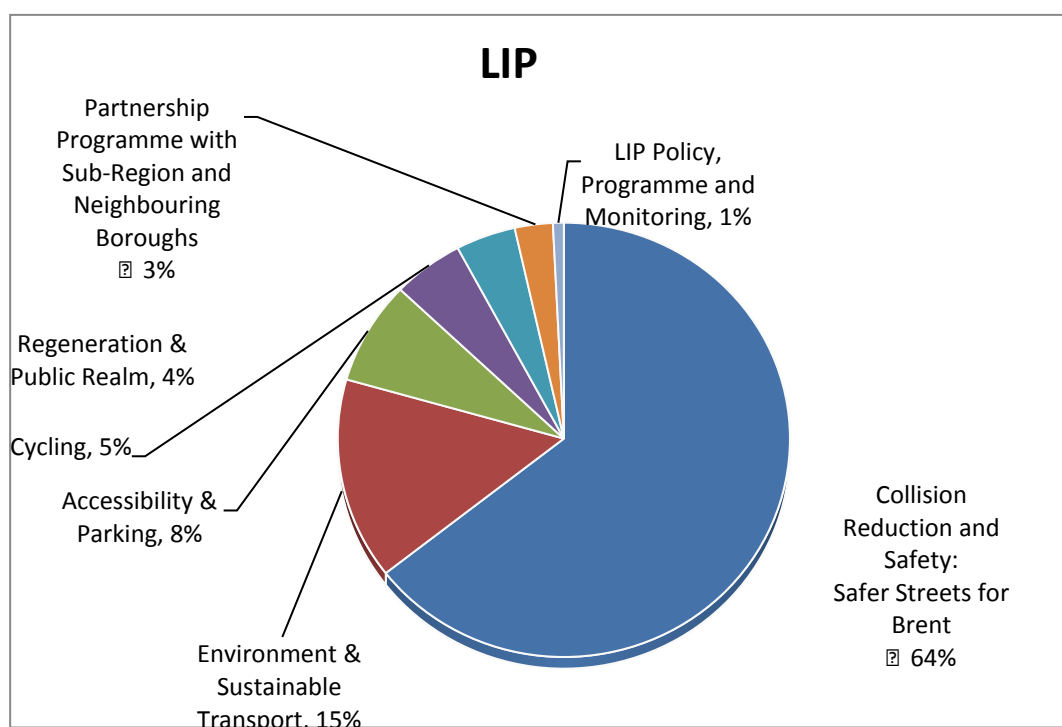
LIP Funding Stream	2016/17 Funding Allocation	2015/16 Funding Allocation
Corridors, Neighbourhoods and Supporting Projects	£2,545,000	£2,461,000
Major Schemes	Funding allocated on assessment of submissions	£0
Local Transport Funding	£100,000	£100,000
Principal Road Maintenance	£900,000	£912,000
Bridge Strengthening	Funding allocated on assessment of submissions	£64,000
TOTAL LIP ALLOCATION	£3,545,000 (Provisional)	£3,537,000

8.3 The 2016/17 Spending Submission for Corridors, Neighbourhoods and Supporting Projects and Local Transport Funding must be submitted to TfL no later than Friday 9th October 2015.

8.4 The Principal Road Maintenance funding submission for 2016/17 will be reported to Cabinet in March 2016 prior to submission to TfL.

9.0 2016/17 CORRIDORS, NEIGHBOURHOODS AND SUPPORTING PROJECTS SPENDING SUBMISSION

- 9.1 Brent's 2016/17 provisional LIP allocation under the Corridors, Neighbourhoods and Supporting Projects funding stream is £2,545,000.
- 9.2 This allocation is an increase of £84,000 from Brent's previous allocation in 2015/16 of £2,461,000.
- 9.3 The delivery programme is updated as part of a "rolling programme" with every annual spending submission, so schemes are identified not just for the forthcoming financial year but also for the two following years. This utilises one year of "approved" funding and two (future) years of "indicative" funding.
- 9.4 Members will therefore note that indicative funding requirements for 2017/18 and 2018/19 are set out on the draft programme for 2016/17 in **Appendix A**. These funding requirements are subject to change as schemes are identified and/or developed and cost estimates refined.
- 9.5 The following chart illustrates the spend profile of the proposed 2016/17 programme summarised against the broad objectives of Brent's draft Long Term Transport Strategy and the MTS and objectives.



- 9.6 As part of the planning, design and delivery process, the Transportation service will undertake any necessary non-statutory and statutory consultation and consider any objections or representations to a proposed scheme. If there are no objections or representations, or where the Head of Transportation considers the objections or representations are groundless or insignificant, the necessary Traffic Management Orders will be implemented. Otherwise, objections or representations will be referred to the Highways Committee for further consideration.

- 9.7 It should be noted that the project costs outlined in **Appendix A** are preliminary high level estimates based on comparable projects recently undertaken within the borough. As such, these estimates are subject to change due to design refinement, responses to community consultation and government policy. In the event that project costs differ from the estimate, the Head of Transportation will consider options for the virement of available funds to alternative projects as agreed with TfL to the limit of the LIP allocation.

10.0 LOCAL TRANSPORT FUNDING

- 10.1 Local Transport Funding is provided to each borough as discretionary spending for transport projects, provided the use is in accordance with section 159 of the GLA Act.
- 10.2 All London boroughs are allocated £100,000 each year under the Local Transport Fund funding stream. This was the funding received in 2015/16 and has been maintained for 2016/17.
- 10.3 It is intended to use the 2016/17 funding to develop the roll out of Play Streets across the borough, investigate potential future 20mph limits or zones and deliver small-scale reactive safety projects.
- 10.4 Reports for a Play Streets Policy and Speed Limit Review will be presented to future Cabinets..

11.0 MAJOR SCHEMES

- 11.1 Major Schemes are a programme through which TfL provides funding for a small number of large scale, high value (over £1 million) schemes which will make transformational improvements to their local areas and contribute to delivering the Mayor's Better Streets agenda. Major Schemes are generally located in areas with multiple issues which can be addressed by a single scheme, such as:
- Providing safer street layouts
 - Improving access to local services and public transport
 - Improving the public realm
 - Increase economic activity
 - Revitalise public spaces
 - Enhancing local character
- 11.2 A £4.5 million Major Scheme was completed in Harlesden in 2014/15. This scheme reconfigured the existing gyratory system to reactivate the High Street by making it a more welcoming environment and removing all traffic except buses and loading vehicles from the High Street. This scheme resulted in a greatly improved public realm and improved bus amenity and travel times.

The boroughs of Brent, Ealing and Harrow, through the WestTrans Partnership, have also been awarded a Major Scheme for Sudbury Village, primarily aimed at revitalising the high street and improving access and interchange to Sudbury Hill (Piccadilly Line) and Sudbury Hill Harrow (Chiltern

Railways) stations. This scheme is valued at £2.5 million and will be delivered from 2016.

- 11.3 Brent Council does not have any current Major Scheme bids submitted with TfL, however this year's Corridors, Neighbourhoods and Supporting Projects application does provide some funding for the preparatory works for a future bid. Major Schemes funding is allocated on the basis of a series of application steps with various stages of data gathering, scheme planning and consultation required across the bidding process.
- 11.4 Transportation Service staff have identified a total of seven potential major schemes (including two options at one location, two stages of one project and two cross-borough major schemes). Each of these locations was assessed within the Major Schemes Prioritisation Matrix, with the highest priority being the Wembley Town Centre, with improvements stretching from Ealing Road to South Way, including the reconfiguration of Wembley Triangle. A feasibility study on some of the works required for this scheme is currently being prepared, with a Stage 1 application expected to be made to TfL before mid-2016.
- 11.5 A list of all schemes assessed is contained within the Major Schemes Prioritisation Matrix, shown in **Appendix B**.
- 11.6 The Transportation Service will continue to work with funding partners and neighbouring boroughs, where required, to develop an optimised major schemes programme to be applied for and delivered as and when funding opportunities arise across the forward plan. This may involve applying for schemes out of their prioritised order to maximise the deliverability of multiple schemes.

12.0 BRIDGE STRENGTHENING SPENDING APPLICATION

- 12.1 Funding under the Bridge Strengthening funding stream is applied for through the London Bridge Engineering Group (LoBEG) via the BridgeStation Portal. BridgeStation holds Brent's structures information: basic info, inspection results, assessment results, etc. Submissions are also applied for through TfL portal, however, all of the supporting information for bids is stored on BridgeStation and LoBEG package leaders provide funding advice to TfL based on this information.
- 12.2 For 2016/17, LoBEG applications for Bridge Strengthening and Assessment must be submitted to BridgeStation before 15th May 2016.
- 12.3 Interim bids can be entered after 15th May 2015 and before 1st April 2016. Brent Council will likely submit some interim bids during this period, however there is no guarantee that they will be successful or what may be included within these bids.

13.0 LIP PERFORMANCE TARGETS

- 13.1 Brent's LIP2 (Brent's current statutory transport plan under the Greater London Authority Act 1999) requires 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.

- 13.2 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:
- Mode share
 - Bus reliability
 - Asset condition
 - Road traffic casualties
 - Carbon Dioxide (CO₂) emissions.
- 13.3 TfL have set the long-term 2025 performance targets for boroughs; and supply data annually to report on boroughs' progress in maintaining the trajectory towards achieving their long-term performance goals.
- 13.4 TfL requires boroughs to provide annual updates of progress in achieving LIP performance targets. An update will be submitted to TfL at the same time as this LIP submission.

14.0 FINANCIAL IMPLICATIONS

- 14.1 TfL has allocated the Council a provisional sum of £3,545,000 against specific approved programmes. The proposed LIP programme for 2016/17 presented in **Appendix A** is therefore fully funded, although this is subject to final confirmation of the value of the LIP settlement for Brent.
- 14.2 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. There should be no additional cost to the Council in implementing these schemes.
- 14.3 Given that the terms of LIP funding stipulates that it should be applied to the related financial year and does not permit any carry over of underspend, it is pertinent that all works must be completed by 31st March 2017.

15.0 LEGAL IMPLICATIONS

- 15.1 The Greater London Authority Act 1999 (the Act) requires that the London Local Authorities must implement the MTS. This Strategy sets out the transport policy framework for London.
- 15.2 The Council indicates how it will implement the MTS through its LIP which sets out various objectives. The Council is required to submit a spending submission to demonstrate how it will achieve its LIP objectives.

- 15.3 The requirements regarding to publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

16.0 DIVERSITY IMPLICATIONS

- 16.1 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.
- 16.2 The draft programme described in this report has been assessed by way of an Equalities Impact Assessment (EA). A copy of this EA is attached in **Appendix C**.
- 16.3 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.

17.0 STAFFING / ACCOMMODATION IMPLICATIONS

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

18.0 ENVIRONMENTAL IMPLICATIONS

- 18.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Council's existing statutory LIP. There are no negative environmental implications of note arising from the funds allocated through the 2016/2017 Brent LIP funding application/settlement.

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Local Implementation Plan (LIP) 2016/17 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

Brent Council LIP Three Year Delivery Plan – Corridors, Neighbourhoods and Supporting Projects Schemes

Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
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, develop & implement	KIL / BPK	50	50	0
LIP Policy, programme & monitoring	Resource related funding for development work relating to future year's LIP schemes/programme	Deliver	Borough-wide	20	20	20
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)	Deliver	BAR	105	105	50
Blackbird Hill - Neasden Lane North Collision reduction	Safety improvements A406 to Chalkhill Rd. Collision Casualty/Road Danger Reduction Programme	Implement	BAR / WHP	40	0	0
Watford Road collision reduction	Northwick & John Lyon Roundabouts. Spanning 2 years as requires detailed liaison with LB Harrow. Casualty & Danger Reduction Programme - Accidents within 36 month period ending April 2012: 50 resulting in 74 casualties (KSI=5)	Design & development	NPK	100	100	100
A5 North of Ashford Rd to S of Yew Grove	36 months to March 2014 - Total Accidents 43 resulting in 43 casualties - 8 KSI (Accidents within 36 month period ending March 2014).	Implement	MAP	80	10	0

Appendix A

Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
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
Wembley Central Transport Interchange	Town Centre Area Scheme including urban realm / traffic improvements. Design development in 2015/16. Further design development and consultation in 2016/17. Potential "Major Scheme" (Step 1 Application) to be submitted in 2018/19. Accidents within 36 month period ending April 2014: 13 resulting in 14 casualties	Design & development	WEM	40	40	100
Installation of Electric Vehicle Charging Points (EVCPs).	To facilitate the delivery of electric vehicle charging points (EVCPs) in Brent	Deliver	Borough-wide	5	5	5
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
Kingsbury Town Centre urban realm and other improvements - Kingsbury Road (West of Honey Pot Lane to Church Lane)	Town Centre Area Scheme including urban realm / traffic improvements. Design development in 2015/16, with consultation and further development in 2016/17. Potential "Major Scheme" (Step 1 Application) to be submitted in 2016/17. Accidents within 36 month period ending April 2012: 35 resulting in 39 casualties.	Design & development	FRY / KEN / QBY	70	70	70
North Circular Road Neasden Lane Slip Roads	Preliminary Design and consultation. Liaise with TfL with possible options to reduce accidents (TfL and Brent maintained road/junctions).	Design, develop & implement	DNH / WHP	20	10	0

Appendix A

Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
Preston Road - Woodcock Hill to East Lane	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Design	BAR / KEN	20	95	10
HTC "Routes in" 1 Church Rd - Craven Park to Neasden Ln	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties. Accidents within 36 month period ending April 2012: 31 collisions resulting in 33 casualties (KSI=3 , Pedestrians=10)	Implement	DNL / HAR	10	0	0
Harrow Road, Wembley - West of Copland Avenue to East of Ealing Road	Collision Casualty/Road Danger Reduction Programme (including pedestrian and P2W related safety issues).	Design	SUD / WEM	20	90	10
HTC "Routes in" 2 Craven Park Rd - Park Rd / Church Rd to St Thomas's Rd	Road safety on walking routes leading in to Harlesden Town Centre - Park Rd to St Thomas's Rd, including urban realm improvements	Implement	HAR / KGN	10	0	0
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)	Implement	DOL / DNL	10	0	0
Ealing Road South Bridgewater Rd to Alperton Lane	Collision Casualty/Road Danger Reduction Programme	Implement	ALP	80	15	0
Cricklewood Broadway - North of Longley Way to Kara Way	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Design	MAP	20	70	10
Kenton Rd W of Nash Way to E of Upton Gdns	36 months to March 2014 - Total Accidents 25 resulting in 35 casualties - 2 KSI (Accidents within 36 month period ending March 2014).	Implement	KEN	85	10	0

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Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
College Road - All Souls Avenue - Chamberlayne Road NW Area 20 MPH	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues). 20mph area covering all local streets not currently within 20mph zones bounded by Harrow Road, Bakerloo Line, Chamberlayne Road and All Souls Avenue (including Chamberlayne and All Souls)	Design	BPK / KGN / QPK	30	170	50
Dudden Hill Lane - South East of Dollis Hill Lane to Mulgrave Road	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Design	DNL	20	70	10
HTC "Routes in" 4 High St Harlesden - Park Parade to Furness Rd	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties. 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)	Implement	KGN	10	0	0
Staverton Road - Brondesbury Park Area 20MPH	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues). Includes Willesden Lane, particularly near #223	Design	BPK	25	120	50
High Rd Willesden Gowan Rd to West of Hawthorne Rd	36 months to March 2014 - Total Accidents 21 resulting in 22 casualties - 4 KSI. (Accidents within 36 month period ending March 2014).	Implement	WLG	55	0	0
Harrow Road, Sudbury - Watford Road to Rugby Avenue	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Design	SUD	20	80	15
Church Lane (North of Reeves Avenue to Old Church Lane	Collision Casualty/Road Danger Reduction Programme (including pedestrian and P2W related safety issues). Include zebra crossing near St Andrews Church	Design	WHP	20	70	10

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Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
Burnley Road Melrose Avenue Anson Rd 20mph Area	Collision Casualty/Road Danger Reduction Programme	Implement	MAP / DNL	220	20	0
Kenton Road - East of Upton Gardens to Totterhoe Close	Collision Casualty/Road Danger Reduction Programme	Design	KEN	20	70	10
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)	Implement	WLG	20	0	0
Neasden Lane - South of Dudden Hill Lane to North of Denzil Road	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Design	DNL / WHP	20	60	10
HTC "Routes in" 5 Harlesden Rd - Park Parade to Robson Ave	Collision Casualty/Road Danger Reduction Programme	Implement	WLG / KGN	60	10	0
Brentfield Rd Junction with Knatchbull Rd and extension to temple	36 months to March 2014 - Total Accidents 14 resulting in 20 casualties - 2 KSI (Accidents within 36 month period ending March 2014).	Implement	STN	50	0	0
HTC "Routes in" 3 Park Parade - High St to Harlesden Rd	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties. Accidents within 36 month period ending April 2012: 14 resulting in 14 casualties (Pedestrians=5)	Design & development	HAR / KGN	55	0	0
Twyford Abbey Road - Rainsford Road Area	Collision Casualty/Road Danger Reduction Programme (including cycling and P2W related safety issues). Include improvements to signage directing cyclists to Grand Union Canal towpath	Design	STN	20	50	0

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Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
Woodcock Hill, Kenton	Speeding / Traffic calming	Design	KEN	20	0	0
Olympic Way / Fulton Road	Improved crossing facilities for pedestrians on Olympic Way	Design, develop & implement	TOK	60	0	0
Harrow Road pedestrian crossing, Kensal Rise	Pedestrian crossing of Harrow Road to the west of Wrotesley Road - Particularly for access to Kenmont School	Design	KGN	20	0	0
London Road, Wembley Central	Address standoffs between oncoming vehicles due to lack of passing areas	Implement	WEM	5	0	0
Review/amendments of existing and future 20mph zones	Boroughwide 20mph review	Design, develop & implement	Borough-wide	20	20	20
School Travel (Walk and Cycle) supporting engineering measures around STP schools	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.	Design, develop & implement	Borough-wide	225	225	225
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.	Design, develop & implement	Borough-wide	30	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
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

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Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
School Travel (Walk and Cycle) supporting non-engineering measures around STP schools	Smarter Travel interventions linked to the development of School Travel Plans (STPs) across Brent. Funding used for supporting materials for STP work within schools.	Design, develop & implement	Borough-wide	45	45	45
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
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 <i>"Theatre in School"</i> Programme.	Deliver	Borough-wide	50	50	50
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
Short term targeted P2W accident reduction measures.	Short term measures to address issues raised by TfL and Mayor related to pedestrians and P2W	Design, develop & implement	Borough-wide	145	55	50
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
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

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Scheme	Description	16/17 Stage	Affected Ward(s)	Scheme Value (£k)		
				16/17	17/18	18/19
Brent Freight Strategy	Development of a Brent Freight Strategy to guide future initiatives aimed at minimising congestion caused by freight traffic and supporting economic development (including both hard and soft measures). <i>Note: funding for delivery to be sought for through, Brent capital spending, S106 payments and future LIP submissions</i>	Deliver	Borough-wide	20	0	0
Waiting & loading reviews	Development and delivery of new/review existing waiting & loading restrictions/addressing problematic locations in the borough.	Design, develop & implement	Borough-wide	80	80	80
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	20	20	20
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.	Design, develop & implement	Borough-wide	25	25	25
TOTAL 2016/17 LIP Funding Bid for Corridors, Neighbourhoods and Supporting Projects				£2,545		

