



Cabinet
13 September 2016

**Report from the Strategic Director –
Regeneration and Environment**

For Action

Wards Affected:
ALL

**Brent Local Implementation Plan (LIP) Submission For
2017/18 - 2019/20**

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 2017/18 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 2017/18 total TfL provisional LIP allocation of £3,545,000.
- 2.2 That Cabinet approves the proposed 2017/18 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 2016, instructs the Head of Highways and Infrastructure in consultation with the Lead Member for Environment to deliver this programme using the allocated budget and resources available.
- 2.3 That Cabinet authorises the Head of Highways and Infrastructure in consultation with the Lead Member for Environment 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 Highways and Infrastructure in consultation with the Lead Member for Environment considers the objections or

representations are groundless or unsubstantiated, the Head of Highways and Infrastructure in consultation with the Lead Member for Environment is authorised to deliver the schemes set out in **Appendix A** of this report. Otherwise, the Head of Highways and Infrastructure in consultation with the Lead Member for Environment is authorised to refer objections or representations to the Highway Committee for further consideration.

- 2.4 That Cabinet notes the scheme allocations are provisional and that schemes may be subject to change during development and following the consultation process.
- 2.5 That Cabinet authorises the Head of Highways and Infrastructure in consultation with the Lead Member for Environment 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 & Assessment

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	Large scale, high value (over £1 million) schemes which make transformational improvements to local areas or corridors. Major Schemes typically address multiple issues, such as street layouts, safety, access, public realm and economic activity.
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 2017/18 funding for Play Streets 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. Funding submissions for Principal Road Maintenance are made directly to TfL and will be reported as part of the Highways Capital Scheme Programme 2017/18 in March 2017.
Bridge Strengthening & Assessment	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 2017/18 financial year under the Corridors, Neighbourhoods and Supporting Projects, Major Schemes and Local Transport funding streams.

3.9 Submissions for Principal Road Maintenance and Bridge Assessment & Strengthening funding streams are submitted separately.

4.0 Prioritisation of Schemes

4.1 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.

- 4.2 Brent uses a prioritisation matrix for selecting LIP schemes under the Corridors, Neighbourhoods and Supporting Projects funding stream. This was established in 2015 and approved by Cabinet as part of the report on the 2016/17 LIP submission alongside a complementary prioritisation matrix for Major Schemes funding submissions. This has not changed for the 2017/18 submission.

5.0 Corridors, Neighbourhoods and Supporting Projects Prioritisation Matrix

- 5.1 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).

- 5.2 After entering all potential schemes into the prioritisation 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 2017/18 provisional funding value of £2,545,000, specific to the Corridors, Neighbourhoods and Supporting Projects element of the overall LIP funding.

5.3 For this 2017/18 LIP funding submission, a total of 56 schemes have been included 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 for the Corridors, Neighbourhoods and Supporting Projects element, we will need to amend the programme accordingly and will use priority scores to determine which projects can be taken forward during 2017/18.

6.0 LIP 2017/18 Funding Allocation

6.1 In late June 2016 TfL informed the Council of its provisional LIP allocation of £3,545,000 for 2017/18 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.

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

Table 2: 2017/18 Funding Allocations by funding stream

LIP Funding Stream	2017/18 Funding Allocation	2016/17 Funding Allocation
Corridors, Neighbourhoods and Supporting Projects	£2,545,000	£2,545,000
Major Schemes	Funding allocated on assessment of submissions	£250,000
Local Transport Funding	£100,000	£100,000
Principal Road Maintenance	£900,000	£901,000
Bridge Strengthening & Assessment	Funding allocated on assessment of submissions	£86,000
TOTAL LIP ALLOCATION	£3,545,000 (Provisional)	£3,882,000

6.3 The 2017/18 Spending Submission for Corridors, Neighbourhoods and Supporting Projects and Local Transport Funding must be submitted to TfL no later than Friday 7th October 2016.

6.4 The Principal Road Maintenance funding submission for 2017/18 will be reported to Cabinet in March 2017.

6.5 Interim submissions for Bridge Strengthening & Assessment funding for 2017/18 can be made throughout the year and are made on a needs basis. Funding secured through these submissions will be reported in the 2018/19 LIP submission report.

7.0 2017/18 Corridors, Neighbourhoods and Supporting Projects Spending Submission

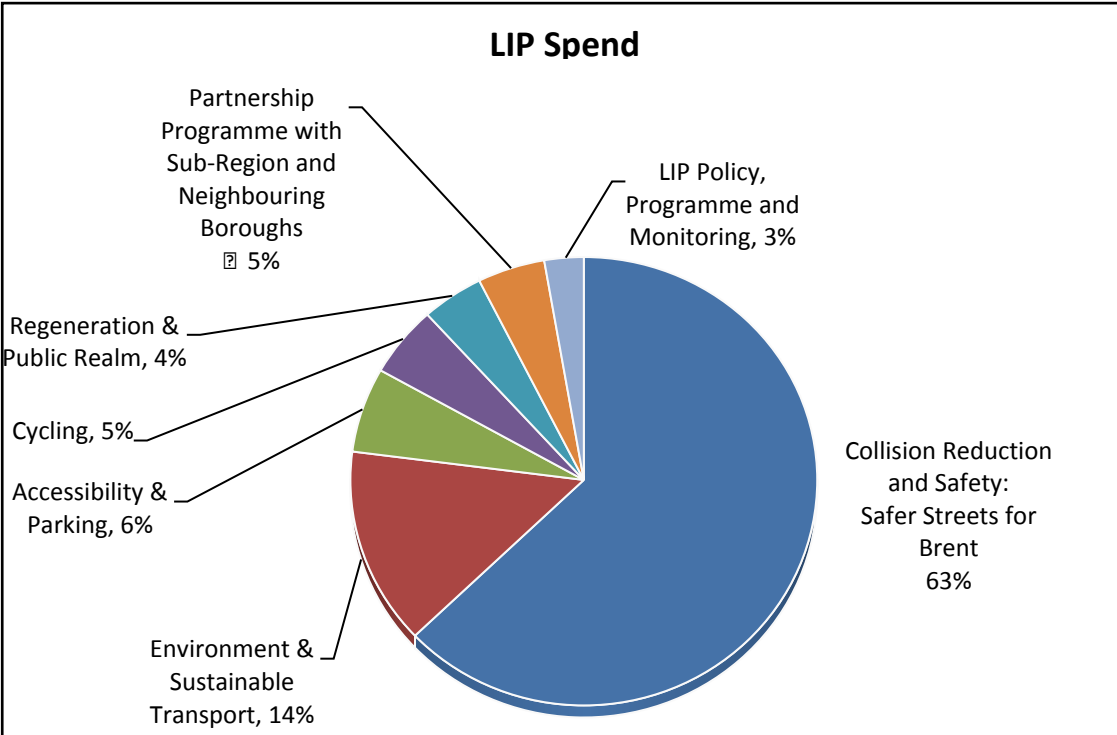
7.1 Brent’s 2017/18 provisional LIP allocation under the Corridors, Neighbourhoods and Supporting Projects funding stream is £2,545,000.

7.2 This allocation is unchanged from Brent’s provisional allocation for 2016//17.

7.3 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.

7.4 Members will therefore note that indicative funding requirements for 2018/19 and 2019/20 are set out on the draft programme for 2017/18 in **Appendix A**. These funding requirements are subject to change as schemes are identified and/or developed and cost estimates refined.

7.5 The following chart illustrates the spend profile of the proposed 2017/18 programme summarised against the broad objectives of Brent’s draft Long Term Transport Strategy and the MTS and objectives.



7.6 As part of the planning, design and delivery process, the Highways & Infrastructure 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 Highways & Infrastructure, in consultation with the Lead Member for Environment, considers the objections or representations are groundless or unsubstantiated, the necessary Traffic Management Orders will be implemented. Otherwise, objections or representations will be referred to the Highways Committee for further consideration.

7.7 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 Highways & Infrastructure, in consultation with the Lead Member for Environment, will consider options for the virement of available funds to alternative projects as agreed with TfL to the limit of the LIP allocation.

8.0 Local Transport Funding

8.1 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 Greater London Authority Act 1999.

8.2 All London boroughs are allocated £100,000 each year under the Local Transport Fund funding stream. This was the funding received in 2016/17 and has been maintained for 2017/18.

8.3 It is intended to use the 2017/18 funding to implement Play Streets across the borough and deliver small-scale reactive safety projects.

8.4 -In November 2015 a report on Play Streets was presented to Cabinet which committed to funding Play Streets through Local Transport Funding

9.0 Major Schemes

9.1 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

9.2 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.

9.3 In 2015 Brent submitted two Major Schemes applications for Kingsbury Town Centre and Kilburn High Road (joint scheme with London Borough of Camden and City of Westminster). While Kingsbury was unsuccessful, Brent was awarded £250,000 in 2016/17 to fund scheme development on the Kilburn High Road scheme. This work will be undertaken this year, with a stage 2 funding application to be submitted in a future year.

10.0 Bridge Strengthening and Assessment

10.1 Funding is provided under the Bridge Strengthening and Assessment programme to assist boroughs in maintaining and improving bridges and structures.

10.2 In 2016/17, Brent has been allocated £86,000 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 2016/17

Brentfield Road over Canal Feeder	Assessment	£10,000
Ledway Drive	Assessment	£10,000
Northview Crescent over Mitchell Brook	Assessment	£15,000
Olympic Way over Wealdstone Brook	Assessment	£11,000
Twybridge Way North (1) & South (2) over Canal Feeder	Strengthening/ Design Review	£40,000

10.3 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 2017/18 funding bid.

10.4 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.

10.5 The deadline for submission of 2017/18 LoBEG applications for Bridge Strengthening and Assessment was 30th April 2016. Brent did not submit any bids in advance of this deadline. The Investment in Highways Business Case, which was approved by the Capital Investment Board in May 2016, has provided funding for inspections and data collection which will allow bids to be made in future.

10.6 Interim bids can be entered after 30th April 2016 and before 1st April 2017. 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.

11.0 Principal Road Maintenance

11.1 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.

11.2 Preventative road maintenance and major resurfacing works are selected following an assessment of the entire borough-wide network to determine the current condition of the network. 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.

11.3 Principal Road Maintenance funding is applied for separately to other LIP funding streams and this will be reported in the Highways Capital Scheme Programme in March 2017.

12.0 LIP Performance Targets

12.1 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.

12.2 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.

12.3 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.

- 12.4 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.

13.0 Financial Implications

- 13.1 TfL has allocated the Council a provisional sum of £3,545,000 against specific approved programmes. The proposed LIP programme under the Corridors, Neighbourhoods and Supporting Projects element for 2017/18 totalling £2,545,000 and presented in detail at **Appendix A** is therefore fully funded. However this is subject to final confirmation of the value of the LIP settlement for Brent.
- 13.2 The Head of Highways & Infrastructure proposes to implement the programme within available resources. Technical staff time will be charged to the capital schemes within the LIP allocations. There should be no additional cost to the Council in implementing these schemes.
- 13.3 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 2018.
- 13.4 The medium term capital programme included in the Budget 2016/17 and Council Tax report submitted to Cabinet and Full Council did not include provision for LIP funded works in 2017/18 or future years.

14.0 Legal Implications

- 14.1 Section 144 of the Greater London Authority Act 1999 (“the 1999 Act”) requires that in exercising any function London Local Authorities must implement the MTS. This Strategy sets out the transport policy framework for London.
- 14.2 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.
- 14.3 Section 159 of the Act authorises the GLA to provide funding to local authorities where the expenditure is “conductive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.”
- 14.4 The requirements regarding publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

15.0 Diversity Implications

- 15.1 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.

15.2 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 B**.

15.3 The EA has concluded that there are no diversity implications arising from this report. 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.

16.0 Staffing / Accommodation Implications

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

17.0 Environmental Implications

17.1 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 2017/2018 Brent LIP funding application/settlement.

Contact Officers

Mike Kiely – Interim Head of Planning
Regeneration
Phone: 078 6718 4229
Email: Mike.Kiely@brent.gov.uk

Tony Kennedy – Head of Highways & Infrastructure
Environment Services
Phone: 020 8937 5151
Mobile: 07721 232999
Email: Tony.Kennedy@brent.gov.uk

Rachel Best - Transportation Planning Manager
Regeneration
Phone: 020 8937 5249
Mobile: 07721 233007
Email: Rachel.Best@brent.gov.uk

AMAR DAVE
Strategic Director – Regeneration and Environment

Local Implementation Plan (LIP) 2017/18 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	17/18 Stage	Affected Ward(s)	Scheme Value (£k)		
				17/18	18/19	19/20
LIP Policy, programme & monitoring	Resource related funding for development work relating to future year's LIP schemes/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
Brent Speed Limit Strategy	Development of a borough-wide Speed Limit Strategy to ensure speed limits are appropriate for the grade and purpose of each street type.	Deliver	Borough-wide	20	0	0
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
Ladbroke Grove / Chamberlayne Road / Harrow Road junction	Brent's contribution toward a City of Westminster Scheme to improve the junction of Ladbroke Grove, Chamberlayne Road and Harrow Road. This scheme is located on a borough boundary with City of Westminster (50%), RBKC (25%) and Brent (25%)	Deliver	QPK	50	0	0
Local Safety Schemes - Investigation	Investigation, design and consultation of new local safety schemes aimed at areas of existing poor history of road traffic collisions.	Design & develop	Borough-wide	160	160	160

Appendix A

Scheme	Description	17/18 Stage	Affected Ward(s)	Scheme Value (£k)		
				17/18	18/19	19/20
Local Safety Schemes - Implementation	Implementation of local safety schemes after design, consultation and costings have been completed.	Deliver	Borough-wide	700	635	600
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	150	140	140
Review/amendments of existing and future 20mph zones	Borough-wide 20mph review	Design, develop & implement	Borough-wide	10	10	10
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
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	300	300

Appendix A

Scheme	Description	17/18 Stage	Affected Ward(s)	Scheme Value (£k)		
				17/18	18/19	19/20
Ealing Road Lyon Park Ave to Mount Pleasant	Collision Casualty/Road Danger Reduction Programme. Including signal junction improvement at Ealing Rd junction with Mount Pleasant with pedestrian facilities.	Design & development	WEM / ALP	20	195	25
Wembley Central Transport Interchange	Town Centre Area Scheme including urban realm / traffic improvements. Design development in 2016/17. Further design development and consultation in 2017/18. 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	100	100
Kingsbury Town Centre urban realm and other improvements - Kingsbury Road (Between West of Honeypot 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, but not accepted for funding. Accidents within 36 month period ending April 2012: 35 resulting in 39 casualties.	Design & development	FRY / KEN / QBY	70	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
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
High Street Harlesden Signal Replacement	Replacement of signals at junction of High Street Harlesden and Furness Road. Originally raised as part of the Harlesden Town Centre scheme.			130	20	0

Appendix A

Scheme	Description	17/18 Stage	Affected Ward(s)	Scheme Value (£k)		
				17/18	18/19	19/20
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	150	20	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	120	50	0
HTC "Routes in" 5 Harlesden Rd - Park Parade to Robson Ave	Collision Casualty/Road Danger Reduction Programme	Implement	WLG / KGN	5	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	5	0	0
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	20	0	0
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	Deliver	Borough-wide	15	15	15

Appendix A

Scheme	Description	17/18 Stage	Affected Ward(s)	Scheme Value (£k)		
				17/18	18/19	19/20
	WestTrans/sub-regional air quality monitoring.					
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
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 2017/18 LIP Funding Bid for Neighbourhoods, Corridors and Supporting Measures				£2,545		

Brent Local Safety Schemes – Investigations

The following local safety schemes are provisionally listed for design and consultation in 2017/18. Completion of design and consultation is subject to change based on budgetary constraints, community support, policy compliance and impact on other schemes. Therefore no assurance can be given that all schemes listed below will be delivered.

Scheme	Description	17/18 Stage	Affected Ward(s)
Edgware Road (Humber Rd to Gladstone Park Gardens)	Collision Casualty/Road Danger Reduction Programme	Design and Consult	DOL
Neasden Lane North (West Way to Quanton St)	Collision Casualty/Road Danger Reduction Programme	Design and Consult	WHP
High Road Willesden (St Andrew's Rd to Park Avenue)	Collision Casualty/Road Danger Reduction Programme	Design and Consult	WLG
Kenton Road (Lindsay Drive to Kingsbury Circle)	Collision Casualty/Road Danger Reduction Programme	Design and Consult	KEN
Church Road (Norfolk Rd to Mayo Rd)	Collision Casualty/Road Danger Reduction Programme	Design and Consult	HAR
Dudden Hill Lane (Chapter Rd to Meyrick Rd)	Collision Casualty/Road Danger Reduction Programme	Design and Consult	DNL / WLG
Harrow Road near Oakington Manor Drive	Collision Casualty/Road Danger Reduction Programme	Design and Consult	TOK / WEM
Neasden Lane near Cairnfield Ave	Collision Casualty/Road Danger Reduction Programme	Design and Consult	DNL
Stag Lane (Holmstall Ave to Goldsmith Ln)	Collision Casualty/Road Danger Reduction Programme	Design and Consult	QBY
Park Lane near Dagmar Avenue	Collision Casualty/Road Danger Reduction Programme	Design and Consult	PRE / TOK
2017/18 Provisional budget allocation for Local Safety Scheme Investigations			£160,000

Brent Local Safety Schemes – Implementation

The following local safety schemes have been designed and consulted on in previous years and are provisionally listed for implementation in 2017/18. Budget allocations are subject to formal costings and scheme implementation is subject to change based on budgetary constraints, community support, policy compliance and impact on other schemes. Therefore no assurance can be given that all schemes listed below will be delivered.

Scheme	Description	17/18 Stage	Affected Ward(s)
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
Preston Road Junction of Woodcock Hill to junction of East Lane	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Implement	BAR / KEN
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).	Implement	SUD / WEM
Ealing Road South Bridgewater Rd to Alperton Lane	Collision Casualty/Road Danger Reduction Programme	Implement	ALP
Cricklewood Broadway - North of Longley Way to junction with Kara Way	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Implement	MAP
Kenton Rd W of Nash Way to E of Upton Gardens	36 months to March 2014 - Total Accidents 25 resulting in 35 casualties - 2 KSI (Accidents within 36 month period ending March 2014).	Implement	KEN
Dudden Hill Lane South East of Dollis Hill Lane to junction of Mulgrave Road	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Implement	DNL
Harrow Road, Sudbury - Watford Road to Rugby Avenue	Collision Casualty/Road Danger Reduction Programme (including pedestrian, cycling and P2W related safety issues).	Implement	SUD
Church Lane North of Reeves Avenue to junction with Old Church Lane	Collision Casualty/Road Danger Reduction Programme (including pedestrian and P2W related safety issues). Include zebra crossing near St Andrews Church	Implement	WHP

Appendix A

Scheme	Description	17/18 Stage	Affected Ward(s)
Kenton Road - East of Upton Gardens to junction with Totterhoe Close	Collision Casualty/Road Danger Reduction Programme	Implement	KEN
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).	Implement	DNL / WHP
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
Woodcock Hill Kenton	Speeding / Traffic calming	Implement	KEN
Harrow Road pedestrian crossing, Kensal Rise	Pedestrian crossing of Harrow Road to the west of Wrottesley Road - Particularly for access to Kenmont School	Implement	KGN
2017/18 Budget allocation for Local Safety Scheme Implementation			£700,000

Equality Impact Assessment (EIA)

Brent Local Implementation Plan 2017/18-2019/20

Brent Council Equality Analysis

Local Implementation Plan 2017/18 submission

Department	Person Responsible
Environment and Neighbourhood Services	Christopher McCanna
Created	Last Review
13th July, 2016	13th July, 2016
Status	Next Review
Screened	13th July, 2017
Screening Data	

1. What are the objectives and expected outcomes of your proposal? Why is it needed? Make sure you highlight any proposed changes.

A report to Cabinet describes the use of the provisional capital investment, and in it Members are asked to note the funding available and approve the proposed use of the funding. This accords with the Council's approved Long Term Transport Strategy; and supports the overarching policies and objectives set by the Greater London Authority (GLA) and TfL in support of the Mayor of London's Transport Strategy.

Brent has been provided funding under the LIP process each year since 2004, with the Council completing annual spending submissions such as this one. The last Equality Assessment was undertaken in 2015 for the 2016/17 funding submission.

There are many long-standing barriers to equal access to transportation in Brent, which are gradually being addressed. These include, but are not limited to, accessible public transport infrastructure, street clutter and limited access to cycling. Since February 2014, all London Buses are low floor models which provide access to wheelchair users and easier boarding for older people and parents with children. In addition, TfL and London boroughs have been working hard to make more bus stops accessibility compliant. At present, we are on track to achieve the Londonwide target of 95% of stops accessible by the end of 2016 (Your Accessible Transport Network - May 2015 update (TfL 2015)).

Excessive street clutter (such as signs, guard rails and bollards) can provide obstacles to disabled people, older people and pregnant women. Projects included within the LIP are aimed at reducing or eliminating these obstacles.

LB Brent, along with other local authorities, TfL and the GLA, see increasing cycle use as a key means of reducing congestion, improving lifestyles and reducing pollution. The London Travel Demand Survey, published annually by Transport for London, demonstrates that in Brent cycling is a mode of transport which is significantly more likely to be used by white male residents. This is consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural factors. The LIP includes several cycling projects, some of which are aimed at redressing this disparity for example by broadening the appeal of cycling for women, older people and people from black, Asian and minority ethnic backgrounds (BAME).

The London Travel Demand Survey also shows that women and the BAME population are more likely to use buses than the average London resident. This suggests that these groups, along with disabled people, will benefit from improvements to bus accessibility.

Statistical evidence shows that in Brent young people are more likely to walk, and that people from BAME backgrounds, and particularly African-Caribbean children, are more vulnerable road users. Highway, public realm improvements and road safety education will reduce risk for these groups.

All new infrastructure will be constructed and certified to the latest relevant standards, which are fully compliant with equitable access for all protected groups.

Consultation will be undertaken for each individual scheme. This will address the particular impacts on people with each of the protected characteristics, and responses will be considered as part of the scheme to be delivered. As

yet, there is no evidence to suggest any of the schemes within the LIP will have an adverse impact on any of the groups listed.

2. Who is affected by the proposal? Consider residents, staff and external stakeholders.

The LIP has been prepared to enhance the highway environment and safety for all, and to promote equality. Many of the policies and priorities outlined in the Mayor of London's Transport Strategy are consistent with Brent Borough Plan objectives. Each of the proposals included within the LIP submission have been assessed for their potential impact from an equalities perspective.

The LIP will have an effect on every member of the community in Brent. However it is specifically geared to reducing barriers to accessibility for certain groups such as: people with disabilities; people with learning difficulties; people facing social exclusion; and more vulnerable users of the transport network, including women and children travelling at night and people from BAME backgrounds. There are specific LB Brent documents and national legislation/policies in place which aim to improve accessibility for these groups:

- Brent Local Plan
- Brent's Air Quality Action Plan (2012)
- Previous Local Implementation Plan submissions
- Brent Council Spending Plan 2016-2017
- Brent's Corporate Strategy
- Brent's Regeneration Strategy 2010-2030
- Draft Brent Development Management Policies
- Traffic Management Act 2004
- National Planning Policy Framework (2012) and associated Planning Practice Guidance

3.1 Could the proposal impact on people in different ways because of their equality characteristics?

- Yes

If you answered 'Yes' please indicate which equality characteristic(s) are impacted

- Age
- Disability
- Pregnancy and maternity

Most schemes included within the LIP benefit one or more of the equality characteristic groups in a consistent way. However there are some schemes which could benefit different equality characteristics in different ways. One such example is the Bus Stop Accessibility Programme, which aims to make all bus stops in the borough disability compliant. This will primarily benefit people with disabilities, addressing an existing inequality by making it easier to board and disembark from buses at bus stops. It will also assist people with the pregnancy and maternity and age characteristics, as it would improve the accessibility of buses for these people who may otherwise have limited mobility.

3.2 Could the proposal have a disproportionate impact on some equality groups?

- Yes

If you answered 'Yes', please indicate which equality characteristic(s) are disproportionately impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Sex
- Social Economic Disadvantage

Any schemes which specifically address local safety issues will impact on people within the age and race characteristics, as there are some groups within these characteristics who are disproportionately represented amongst collision injuries. For example, BAME children are disproportionately represented amongst collision casualties so this group will see more benefits than some other ethnic groups.

Schemes located on or near high streets or commercial businesses can also increase the pedestrian activity in these areas, which can lead to an increase in employment opportunities for the local community, which may assist residents suffering from social economic disadvantage.

3.3 Would the proposal change or remove services used by vulnerable groups of people?

- No

3.4 Does the proposal relate to an area with known inequalities?

- Yes

Projects included within the LIP are distributed across all wards of the borough and should particularly benefit residents who have particular transport needs because of their equality characteristics. For example, several schemes are located within Stonebridge ward, which is subject to a number of inequality metrics, including the youngest average age in Brent, the highest proportion of residents with bad health, a high proportion of BAME residents and the lowest income levels in the borough. All of these metrics are co-related to higher severity injuries in road traffic collisions.

3.5 Is the proposal likely to be sensitive or important for some people because of their equality characteristics?

- Yes

If you answered 'Yes', please indicate which equality characteristic(s) are impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Sex
- Social Economic Disadvantage

The schemes included within the proposed LIP submission will see improvements to transport accessibility and road safety for all residents across the borough. However these are likely to be more important for some people because their equality characteristics are currently disproportionately affected by some of the issues being addressed by these schemes. Examples of this include improving accessibility for people with disabilities and improving road safety for BAME children, as detailed above.

3.6 Does the proposal relate to one of Brent's equality objectives?

- Yes

To ensure that local public services are responsive to different needs and treat users with dignity and respect.

Recommend this EA for Full Analysis?

Yes

Comments

A mixture of qualitative and quantitative data will be used to form a judgment including:

- London Travel Demand Survey (2013), Transport for London
- Brent 2011 Census Profile (2013), London Borough of Brent
- Brent Ward Diversity Profiles 2011-2014 (2014), London Borough of Brent - TfL Accessibility Implementation Plan (2012), Transport for London

Information which has been used in developing the LIP includes:

- vehicle accident statistics and hotspot analysis
- TfL's iBus system
- the Mayor of London's Transport Outcomes
- the Brent Borough Plan
- requests submitted by councillors and local residents

- Rate this EA

N/A

Local Implementation Plan 2017/18 submission

Department Environment and Neighbourhood Services	Person Responsible Christopher McCanna
Created 13th July, 2016	Last Review 13th July, 2016
Status Screened	Next Review 13th July, 2017

Impact Assessment Data

5. What effects could your policy have on different equality groups and on cohesion and good relations?

5.1 Age (select all that apply)

- Positive

Young people are over represented amongst pedestrian casualties. Most people aged under 20 are unable to drive and therefore more likely to be making journeys on foot. In the 36 months to May 2015, young people aged below 20 composed 29% of pedestrian casualties, but only 25% of the population (2011 Census, TfL Collision statistics). These people are also particularly vulnerable in road traffic collisions as their injuries tend to be more severe when they are injured when compared to people aged between 18 and 64 and because non-car casualties are more likely to be killed or seriously injured compared to car drivers. While collision statistics do not provide any connection between residential location and collision details, the 'youngest' ward in Brent is Stonebridge (32.1% aged under 18) (Brent Ward Diversity Profiles 2011 - 2014 (2014)), and assuming pedestrian casualties are spread proportionally across the borough, this ward has the greatest potential for casualty reduction.

Some of the schemes contained within LIP such as School Travel, the Bikelt Project and Adult and Child cycle training, are specifically targeted towards improving road safety outcomes for children. Young people will also benefit from other road safety schemes, which aim to reduce road speeds and create a safer road environment, thus reducing the number and severity of casualties.

All schemes, including those which are not directly aimed at improving accessibility for people within the age protected characteristic, will be subject to an equality assessment which will identify any barriers and ways in which they can be addressed.

5.2 Disability (select all that apply)

- Positive

Several programmes within the LIP are aimed specifically at improving transport accessibility for people with disabilities, including the Bus Stop Accessibility Programme and the Accessibility and Disabled Person's Parking Places scheme. These projects aim to reduce the existing barriers to accessibility which exist for people with disabilities across the borough and make it easier for them to travel.

Stonebridge ward has the highest proportion of residents with a disability which limits their day to day activities (16.5%), while Queen's Park ward has the lowest (11.4%). All schemes, including those which are not directly aimed at improving accessibility for people with disabilities, will be subject to an equality assessment which will identify any barriers and ways in which they can be addressed.

5.3 Gender identity and expression (select all that apply)

- Neutral

There are no programmes within the LIP which appear to have any impact on the Gender identity and expression protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

5.4 Marriage and civil partnership (select all that apply)

- Neutral

There are no programmes within the LIP which appear to have any impact on the Marriage and civil partnership protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

5.5 Pregnancy and maternity (select all that apply)

- Positive

Brent has a higher conception rate (99.2 per 1,000 women) on average than London (89.4 per 1,000 women) or England and Wales (80.4 per 1,000 women). Because of this, there is a higher concentration of pregnant women and parents with greater accessibility needs. Examples of relevant issues include cluttered footpaths and bus stop accessibility.

There are several schemes within the LIP which will specifically address these accessibility needs. Some of these schemes, such as the Bus Stop Accessibility Programme and the Walking and Cycling to Schools initiatives, will improve accessibility borough-wide, while others Local Safety Schemes will address specific local safety issues across the borough which may detrimentally affect people's ability to travel. These schemes will not remove all potential barriers, however they will reduce some.

All schemes, including those which are not directly aimed at improving accessibility for people within the pregnancy and maternity protected characteristic, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

5.6 Race (select all that apply)

- Positive

Race can be a road safety issue because, according to the London Travel Demand Survey, the BAME population are more likely to use buses or walking than private vehicles or cycling. A 2007 study entitled 'Road Safety of London's Black and Asian Minority Ethnic Groups: A report to the London Road Safety Unit' by the London School of Hygiene and Tropical Medicine shows that the Black population are on average 1.3 times more likely to be injured on the roads than the White population. The BAME population also has a lower average age than the white population, which means a disproportionate number of children involved in road traffic collisions are from BAME backgrounds.

White male residents of Brent are significantly more likely to be cyclists than other groups, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. The LIP includes several schemes aimed at improving cycle training and broadening the appeal of cycling for women, children, older people and people from BAME backgrounds.

All schemes, including those which are not directly aimed at improving accessibility for people within the race protected characteristic, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

5.7 Religion or belief (select all that apply)

- Neutral

There are no programmes within the LIP which appear to have any impact on the Religion or belief protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

5.8 Sex (select all that apply)

- Positive

While most transport issues are largely gender-neutral, there are a number of issues which benefit the sexes in different ways. For example, the London Travel Demand Survey shows that women are more likely to walk, whilst private vehicles are used by a larger proportion of men. Therefore road safety improvements will disproportionately benefit women, who make up a greater proportion of pedestrians on the street.

White male residents of Brent are significantly more likely to be cyclists than other groups, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. The LIP includes several schemes which will improve safety for existing (predominantly male) cyclists, whilst also aiming to broaden the appeal of cycling for women, older people and people from BAME backgrounds.

All schemes, including those which are not directly aimed at improving accessibility for people within the sex protected characteristic, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

5.9 Sexual orientation (select all that apply)

- Neutral

There are no programmes within the LIP which will appear any impact on the Sexual orientation protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

5.10 Other (please specify) (select all that apply)

- Neutral

There are no programmes within the LIP which appear to impact on any other protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

6. Please provide a brief summary of any research or engagement initiatives that have been carried out to formulate your proposal.

What did you find out from consultation or data analysis?

Were the participants in any engagement initiatives representative of the people who will be affected by your proposal?
How did your findings and the wider evidence base inform the proposal?

Consultation on this LIP spending submission was internal only i.e. within the Council. However requests from the public received in 2015 and 2016 were assessed for inclusion as part of our approved scheme prioritisation process. Through this process we recognised that there were some schemes, which due to their ability to directly address existing accessibility issues for certain equality characteristics, needed to be exempted from the prioritisation process. The draft LIP proposes the continuation of existing programmes aimed at improving accessibility for disabled persons, and people who have additional transport needs or face barriers in accessing transport because of their equality characteristics.

Consultation (public and statutory) is undertaken on all schemes involving the implementation of new measures and associated parking restrictions (traffic calming, casualty reduction measures, etc.). Community groups, including those representing disabled people, local Members and businesses are consulted, as well as all residents in the immediate area. Comments received are considered in deciding whether or not to implement schemes, with or without amendments. Any potential adverse impact on the community would be identified at the scheme development/preimplementation stage.

7. Could any of the impacts you have identified be unlawful under the Equality Act 2010?

- No

8. What actions will you take to enhance any potential positive impacts that you have identified?

All schemes included in the LIP will be designed and certified in accordance with existing design standards which have been developed to meet the requirements of people with a range of disabilities, and include measures to improve accessibility.

Brent Council will continue to publicise improvements made to reduce or remove barriers to equality and will raise awareness of any outstanding equality issues within the community.

9. What actions will you take to remove or reduce any potential negative impacts that you have identified?

None of the schemes listed within the LIP 2017/18 Spending Submission have any identified negative impacts; however consultation will be undertaken for all projects on a case-by-case basis prior to implementation to ensure that potential negative impacts are reduced or removed for all schemes.

10. Please explain the justification for any remaining negative impacts.

None of the schemes listed within the LIP 2017/18 Spending Submission have any outstanding identified negative impacts.