

 <b>Brent</b>	<b>Cabinet</b> 19 May 2025
	<b>Report from the Corporate Director of Neighbourhoods and Regeneration</b>
	<b>Lead Member - Cabinet Member for Public Realm and Enforcement (Councillor Krupa Sheth)</b>
<b>Brent Local Implementation Plan (LIP) Three-Year Delivery Plan: 2025/26 – 2027/28</b>	

<b>Wards Affected:</b>	All
<b>Key or Non-Key Decision:</b>	Key Decision
<b>Open or Part/Fully Exempt:</b> <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
<b>No. of Appendices:</b>	Three Appendix A: Three-Year LIP Delivery Plan – 2025/26 – 2027/28 Appendix B: Transport Scheme Prioritisation Matrix – Assessment Criteria Appendix C: LIP Delivery Plan Equality Impact Assessment
<b>Background Papers:</b>	None
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## 1.0 Executive Summary

- 1.1 This report provides an update on Local Implementation Plan (LIP) funding arrangements for the three-year period 2025/26 – 2027/28. It provides details of the programme of transport schemes and measures approved by Transport for London (TfL) to be implemented by the Council up to 31 March 2028.

## 2.0 Recommendation(s)

## 2.1 That Cabinet:

- (a) Notes the LIP funding position and programme delivery arrangements for the three-year period 2025/26 – 2027/28.
- (b) Approves the LIP Delivery Plan for 2025/26 – 2027/28 and programme delivery arrangements detailed within the report and:
  - (i) Gives approval to the Head of Healthy Streets & Parking to deliver this programme of schemes and initiatives using the allocated budgets and resources available.
  - (ii) Authorises the Head of Healthy Streets & Parking to undertake any necessary statutory and non-statutory consultations in consultation with the Cabinet Member for Environment and Enforcement, and to consider any objections or representations regarding the proposed schemes.
  - (iii) Delegates authority to the Head of Healthy Streets & Parking in consultation with the Cabinet Member for Environment and Enforcement, as appropriate, to make the decision on whether to deliver the proposed schemes following consideration of the objections and representations in the consultation process. If, in the opinion of the Head of Healthy Streets & Parking that significant objections are raised, he is authorised to refer such objections to Cabinet for further consideration on whether to deliver the proposed schemes.
  - (iv) Authorises the Head of Healthy Streets & Parking, in consultation with the Cabinet Member for Environment and Enforcement, to amend scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, and in accordance with the Council's financial regulations.
  - (v) Authorises the Head of Healthy Streets & Parking to deliver schemes that receive any additional in-year grant funding as approved by Transport for London, or another funding body, or funded by the Council, subject to the outcome of consultation, and to brief the Cabinet Member for Environment and Enforcement, as appropriate.

## 3.0 Detail

### 3.1 Cabinet Member Introduction

- 3.1.1 The Brent LIP Delivery Plan identifies the measures and interventions that will be prioritised by the Council and its partners to improve transport infrastructure and travel choices in Brent over the three-year period 2025/26 – 2027/28.

3.1.2 Funded by Transport for London (TfL), the Delivery Plan aims to address a range of transport related problems facing the borough, including long-standing issues around congestion, poor air quality and road safety; as well as wider issues such as growing health and social inequalities and the impacts of climate change. The measures and interventions that are included in the Plan will help the Council address many of these issues and help ensure a safer, greener and more inclusive borough. They will also contribute to delivering the Mayor of London's aim for 80% of journeys to be made by sustainable modes of travel.

3.1.3 Underpinned by evidence-led data and informed by stakeholder engagement, the Delivery Plan will focus on the delivery of a range of high impact schemes that balance delivery across various modes of active, sustainable transport, Borough and TfL priorities, and which can be delivered at pace. The result will be the creation of a more sustainable, healthier and better-connected borough where people aspire to live and work.

3.1.4 The measures and interventions contained within the three-year Delivery Plan contribute to the following Borough Plan priorities:

- Making the borough cleaner and greener: improvements to bus services delivered through the Bus Priority programme and Better Bus Partnership will support the use of sustainable transport and therefore provide benefits in reducing congestion and improving air quality.
- Establishing thriving communities: road safety and public realm improvements that design out crime and anti-social behaviour will deliver significant improvements to Brent's communities.
- Creating a healthier Brent: improving the public realm and supporting active travel will deliver the Council's objectives in relation to improving people's Health and Wellbeing.

3.1.5 Brent experiences a range of transport related problems, including long-standing issues around congestion, poor air quality and road safety; as well as wider issues such as growing health and social inequalities and the impacts of climate change. The measures and interventions that are included in the three-year Delivery Plan will help the Council address many of these issues whilst helping to ensure a safer, greener and more inclusive borough. The measures in the Delivery Plan also link to and align with the priorities and ambitions of several key Council plans and policies including:

- **Inclusive Growth Strategy:** Identifies the need for a range of important infrastructure improvements and supporting measures to be made including an improved public realm; the provision of safe and secure cycling infrastructure; and travel strategies for schools and local workplaces.
- **Joint Health and Wellbeing Strategy:** Outlines how the creation of healthy places and helping people to stay healthy is key to addressing long-standing health inequalities in the borough and improving the health and wellbeing of Brent's residents. Increasing useable green spaces and

improving access for people with a disability are key strategy commitments.

- **Brent Local Plan:** With a focus on achieving 'good growth', the Plan requires new development to have good access to public transport and to reduce reliance on private cars; and new/improved walking and cycling routes to encourage more trips by active modes of travel. Policy BT1 (Sustainable Travel Choice) in particular sets out how the Council will prioritise active and sustainable travel over private motor vehicles.
- **Brent Long Term Transport Strategy:** Provides the strategic direction for investment in transport in Brent, with the overarching aim of improving transport options for all and to reduce the negative impacts of travel on the borough. Among the key priorities include increasing levels of sustainable travel and reducing casualties on our road network.
- **Brent Active Travel Implementation Plan:** Sets out our vision to make active travel the natural first choice for everyday journeys, and measures to make our streets safer and more inclusive for walking and cycling, improve our infrastructure, and provide support and advice to increase greener travel.
- **Brent Climate and Ecological Emergency Strategy:** A key theme is sustainable transport, supporting and encouraging active travel and the use of public transport, to reduce emissions and pollution to help resolve the climate emergency and make Brent a healthier borough.
- **Air Quality Action Plan:** with a focus on improving air quality in the borough, tackling health inequalities, and reducing pollution from road transport in the borough, encouraging walking and cycling and ultra-low emission vehicles.

## 3.2 Background

3.2.1 TfL is the primary source of funding for schemes and initiatives to improve transport infrastructure and travel choices in Brent, which comprises a range of formula, discretionary and strategic funding programmes.

3.2.2 Prior to the pandemic in 2020 and the subsequent impact on TfL's finances, Brent would typically receive an annual allocation of circa £3m to deliver these programmes, with the potential for additional in-year funding. Since April 2020, the Council has received a series of short-term allocations to deliver a range of small-scale Healthy Streets measures and Active Travel interventions. For the financial year 2024/25, the Council was allocated circa £1.658m to deliver a range of schemes and measures under TfL's Safer Corridors and Neighbourhoods, Bus Priority, and Cycling programmes.

### Three-Year LIP Delivery Plan (2025/26 - 2027/28)

3.2.3 In November 2024, in line with current Mayoral guidance, the Council prepared and submitted a three-year LIP Delivery Plan for the period 2025/26 – 2027/28 to TfL. This included proposals for a range of small to medium sized schemes and interventions under TfL's existing Safer Corridors and Neighbourhoods, Bus Priority, and Cycling programmes; but also outline proposals for more comprehensive schemes under two new programmes - Borough Safer Streets and Better Bus Partnership.

3.2.4 In March 2025 TfL confirmed that the Council had been allocated an initial £1.578m for 2025/26, with the potential for additional in-year funding, subject to certain conditions being satisfied. Funding for 2026/27-2027/28 will be confirmed in subsequent years. A summary of the confirmed allocations for 2025/26 and indicative funding for 2026/27-2027/28 is set out in Table 3.1, below, and includes:

- £930,000 for the Safer Corridors and Neighbourhoods (SCN) programme – to include schemes aimed at improving road safety, reducing the dominance of vehicular traffic and creating safer, greener and more inclusive places for pedestrians and cyclists. An additional £89,000 of funding has also been provisionally awarded – subject to TfL being satisfied that any proposed schemes meet relevant LIP Guidance criteria.
- £330,000 towards the delivery of bus priority improvements – including new bus lanes and measures to tackle bus pinch-points targeted at locations where buses are identified as underperforming. As set out in comments received from TfL on the Council's submitted 3-year programme, an additional £1.42m of funding has also been provisionally awarded to bus priority improvements. This is subject to certain conditions being satisfied such as, the completion of design, a pre-construction checklist and TfL approval process.
- £60,000 towards the development of cycling schemes as part of the Safer Cycleways Network Development (CND) programme. Additional funding could be made available for scheme delivery, subject to a TfL scheme approval process and satisfying cycling quality criteria requirements.
- £87,000 for schools and adult cycle training.
- £77,000 for residential on-street cycle parking – to include new cycle hangers, with the potential for an additional £20,000 to be made available, subject to identifying additional proposals.
- £94,000 for delivery of mandatory, non-docked parking bays for rental e-bikes.

3.2.5 TfL has also confirmed that Brent, Camden and Westminster have been successful in securing £1.5m of partnership funding in 2025/26 through the Borough Safer Streets programme to continue the delivery of the Better, Safer Kilburn scheme. Subject to scheme progression, an additional £6.5m is likely to be made available in 2026/27 – 2027/28.

3.2.6 The Council submitted an Expression of Interest (EoI) to TfL under its Better Bus Partnerships programme seeking funding to deliver transformational highways and public realm improvements and improve bus journey times along the A479 Empire Way and Wembley Hill Road corridor between Wembley Park

Drive and Harrow Road in Wembley - one of the most delayed sections of bus routes in Brent. Although the EoI was not shortlisted TfL has indicated that elements of the submission could potentially be funded through the Bus Priority Programme. Further discussions will be held with TfL sponsors to determine the scope of improvements and funding that can be made available in-year.

3.2.7 TfL has also set aside £4.6m of funding in 2025/26 for the delivery of Principal Road Renewal and Bridge Assessment and Strengthening schemes, with improvements targeted at high priority areas across London. However, specific borough allocations are still to be confirmed.

3.2.8 Full details of the schemes forming the Council's three-year LIP delivery plan are set out in Appendix A.

**Table 3.1: Brent LIP Funding by Programme: 2025/26 Confirmed Allocations; 2026/27 - 2027/28 Indicative Programme**

TfL Funding Programme (Funding Type)	London-wide Funding for 2025/26	Brent LIP Allocation 2025/26	Indicative Funding (allocations TBC)	
			2026/27	2027/28
Safer Corridors and Neighbourhoods (LIP Formula)	£36.3m	£930,000*	£1,140,000	£1,090,000
Borough Safer Streets (Discretionary)	£8m	TBC	TBC	TBC
Bus Priority (Discretionary)	£13m	£330,000*	£75,000	£75,000
Better Bus Partnership (Discretionary)		£0	TBC	TBC
Safer Cycleway Network Development (Discretionary)	£16.3m	£60,000*	£350,000	£250,000
Liveable Neighbourhoods (Discretionary)	£2.6m	N/A	N/A	N/A
Cycle Training (Base Funding + Additional linked to activation)	£2.7m	£87,000	£88,000	£88,000
Cycle Parking (Base Funding + Additional linked to activation)	£4.1m	£77,000*	TBC	TBC
Micromobility Parking (Needs based)		£94,000	TBC	TBC
Principal Road Renewal (Discretionary based on asset condition)	£2.1m	TBC	TBC	TBC

Bridge Assessment and Strengthening (Discretionary based on asset condition)	£2.5m	TBC	TBC	TBC
<b>Total:</b>	<b>£87.6m</b>	<b>£1,578,000</b>	<b>£1,653,000</b>	<b>£1,503,000</b>

\* Denotes potential for additional in-year funding.

### **Scheme Identification/Prioritisation**

3.2.9 The three-year Delivery Plan includes schemes/ interventions identified through several sources, including stakeholder engagement and consideration of requests from Members and the community, TfL evidence-led datasets and analysis of borough collected data. It also includes schemes linked to development activity and schemes that support Council and TfL objectives. In line with current TfL LIP Guidance, there is a specific focus on implementing new, high impact schemes that balance delivery across various modes of active, sustainable transport, core MTS outcomes, and which can be delivered at pace. Measures included in the Delivery Plan under the different programmes include:

#### Safer Corridors and Neighbourhoods

- A series of junction and corridor road safety improvements aimed at reducing casualties. The focus is on locations identified as high priority for collision harm or where the casualty rate is significantly above the borough average. Priorities include Chapter Road in Willesden Green; Blackbird Hill/ Tudor Gardens/ Salmon Street Junction in Welsh Harp/ Barnhill; and Junction of Mapesbury Road/ Chatsworth Road in Brondesbury Park.
- Development/ delivery of a programme of traffic management and accessibility improvements with a focus on mitigating the impact of vehicular traffic and improving conditions for pedestrians and cyclists in Queens Park, Kensal Green, Stonebridge and Harlesden.
- New and expanded Healthy School Streets schemes aimed at reducing emissions and improving air quality and facilitating increased levels of safe, sustainable travel to schools. Priority schools identified include Al-Sadiq and Al-Zahara Schools; Furness Primary School; Buxlow Preparatory School; Northwest London Jewish Day School; St Andrew and St Francis CofE Primary School; and Carlton Vale Infant School.
- A comprehensive programme of travel awareness and road safety education events and activities for schools, business and residents.

#### Borough Safer Streets

- A joint bid has been developed by Camden, Brent and Westminster Councils for funding to continue the delivery of the Better, Safer Kilburn scheme with the aim of making it safer and easier to walk, shop and cycle in Kilburn Town Centre. The scheme seeks to improve road safety, local air quality, maintain bus journey times and make it easier to catch public transport.

#### Bus Priority

- Several bus priority improvements have been identified, focused on reducing bus journey time delays and improving service reliability on some of the most delayed routes in the borough. Priorities include the installation of three new bus lanes in Kingsbury Road and the review of existing bus lane restrictions in support of Superloop and other bus services.
- Subject to further discussions, elements of the Council's unsuccessful submission under the Better Bus Partnership programme - focused on improving bus journey times along the A479 Empire Way and Wembley Hill Road corridor (between Wembley Park Drive and Harrow Road) - are also likely to be progressed under this programme.

#### Safer Cycleway Network Development

- A series of cycle route improvement schemes, including upgrades to Quietway 3 between Kilburn and Gladstone Park, and the development of five cycle links into the Wembley to Willesden Healthy Streets Corridor / Cycle Future Route 23 (CFR23).

#### Cycle Training

- A boroughwide training programme aimed at adults and pupils.

#### Cycle/Micromobility Parking

- Funding for the roll-out of new, secure cycle parking infrastructure for residents and schools and micromobility parking bays for dockless e-bikes.

3.2.10 In light of the still relatively low levels of funding available, schemes have been assessed and ranked using the prioritisation matrix; this was established in 2015 and approved by Cabinet as part of the report on the 2016/17 LIP submission and has been updated to reflect subsequent changes to Mayoral and borough priorities. Details of the prioritisation matrix, including the various assessment criteria used, are set out in Appendix B to this report.

### **Objectives/Priorities**

3.2.11 Underpinning the three-year Delivery Plan are the principal goals of increasing journeys by walking, cycling and public transport whilst reducing the number of journeys made by private vehicles; and to achieve the Vision Zero ambition of nobody being killed or seriously injured on our roads. This is in line with the aims/objectives of the Brent Long Term Transport Strategy (LTTS) and the Mayor's Transport Strategy for London (MTS). Other important priorities include:

- Mitigating the impacts of traffic on the environment and our communities and creating healthier, more resilient and more welcoming streets and places – in line with the objectives of our Climate & Ecological Emergency Strategy, Air Quality Action Plan and Joint Health & Wellbeing Strategy.
- Securing transport improvements vital for delivering new housing and jobs and to connect our diverse communities – in support of our growth ambitions as set out in our Inclusive Growth Strategy and Local Plan.

### **Options Appraisal**



3.2.12 The Council is required by the Mayor of London to prepare and submit a three-year delivery plan setting out schemes and initiatives to improve transport infrastructure and travel behaviour in the borough for the period 2025/26 - 2027/28. The schemes listed within the three-year programme have been approved by TfL and align closely with Mayoral objectives. Schemes have also been assessed and ranked using the Council's prioritisation matrix to ensure that they deliver against key Council priorities, including those set out in the Borough Plan and the LTTS. The programme of schemes also represents what can realistically be delivered by 31 March 2028 within current budgets.

### **Timescales**

3.2.13 The three-year Delivery Plan outlines those transport schemes and measures to be implemented by the Council up to 31 March 2028.

### **Procurement**

3.2.14 Schemes and measures within the programme will be delivered using a range of internal and external resources, including:

- The Council's Highways contract with GW and O'Hara.
- Transport and Highways consultants on Council frameworks or via tendering.
- Healthy Streets & Parking, Highways Infrastructure and Transportation Planning team staff.

### **Risks**

3.2.15 The risks associated with the delivery plan are set out in Table 3.2.

**Table 3.2: Key Delivery Plan Risks/Mitigations**

<b>Risk/ issue description (incl. impact)</b>	<b>Planned mitigation or resolution</b>	<b>Owner/s</b>
Schemes are not supported at public consultation stage	Prioritisation of schemes where there is a high level of demand and are likely to be supported	Healthy Streets & Parking; Spatial Planning
The work cannot be completed within the budget	Reasonable contingency has been included in the estimates	Healthy Streets & Parking; Highways Infrastructure

There is insufficient funding available to deliver significant infrastructure improvements and deliver strategic objectives	Longer term planning process in place. Consideration of utilising available council budgets and/or developer funding (including S106/CIL) to continue programmes that are valued by the community	Healthy Streets & Parking; Spatial Planning
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#### **4.0 Stakeholder and ward member consultation and engagement**

- 4.1 Schemes included in the three-year LIP Delivery Plan will have non-statutory and any necessary statutory public consultation completed as part of the planning, design and delivery process. Certain schemes will also be subject to more in depth, creative community engagement to ensure that schemes provide the full range of benefits to those areas in which they are introduced. Feedback from the community is duly considered in the scheme decision reports. Where objections and/or representations are received, and they cannot be resolved or removed through further design changes and achieved within funding available, these will be discussed, and a decision agreed in consultation the Cabinet Member for Public Realm and Enforcement. Where merited, decisions may also be referred to Cabinet for further consideration.

#### **5.0 Financial Considerations**

- 5.1 The Council's LIP funding allocation for 2025/26 is an initial £1.578m, although funding allocations for some of the programmes are still to be confirmed. An additional £1.42m of Bus Priority funding and £20,000 of cycle parking funding has also been provisionally awarded – subject to certain conditions being satisfied. TfL is yet to confirm the Council's LIP funding allocation for 2026/27 and 2027/28, with an announcement on these to be made in subsequent years. The indicative value of the spending programme for years two and three of the programme is currently £3.156m.
- 5.2 The project costs outlined in the spending programme are broad estimates benchmarked against comparable projects recently undertaken and are subject to change due to design refinement, responses to community consultation, etc. If a project cost significantly differs from the estimate, the Head of Healthy Streets & Parking, in consultation with the Cabinet Member for Public Realm and Enforcement, will consider options for the transfer of available funds to alternative projects as agreed with TfL to the limit of the allocation for the various programmes.
- 5.3 Current LIP guidance stipulates that any funding received should be applied to the related financial year and does not permit any carryover of underspend; with all works for 25/26 committed or substantially completed by 31<sup>st</sup> March 2026.

#### **6.0 Legal Considerations**

- 6.1 Section 144 of the Greater London Authority Act 1999 requires that in exercising any function, London local authorities must have regard to the Mayor's Transport Strategy which sets out the transport policy framework for London.
- 6.2 The Council indicates how it will implement the Mayor's Transport Strategy through its LIP3 which sets out various objectives. The Council is required to submit a spending submission to the GLA to demonstrate how it will achieve its LIP3 objectives.
- 6.3 Section 159 of the GLA Act authorises Transport for London to provide discretionary funding to a body or person, including London local authorities, where the expenditure is, in the opinion of Transport for London, 'conductive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London'.
- 6.4 The requirements regarding publication and consultation in the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.
- 6.5 The Council's Financial Regulations are set out in Part 2 of the Council's Constitution.

## **7.0 Equity, Diversity & Inclusion (EDI) Considerations**

- 7.1 The Public Sector Equality Duty, as set out in 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, to advance equality of opportunity and foster good relations between those who have a "protected characteristic" and those who do not share that protected characteristic. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
- 7.2 Having due regard involves the need to enquire into whether and how a proposed decision disproportionately affects people with a protected characteristic and the need to consider taking steps to meet the needs of persons who share a protected characteristic that are different from the needs of persons who do not share it. This includes removing or minimising disadvantages suffered by persons who share a protected characteristic that are connected to that characteristic.
- 7.3 The equalities implications of the LIP programme have been assessed by way of an Equality Impact Assessment (EIA). Overall, the LIP programme is expected to have a positive impact on residents from diverse backgrounds, by promoting active and sustainable travel options, and making improvements to public health and community well-being. There may however be equality impacts on older residents or those with disabilities who rely on cars due to mobility issues, which will need to be considered as part of individual schemes. The EIA of the LIP Delivery Plan is attached at Appendix C.

## **8.0 Climate Change and Environmental Considerations**

- 8.1 Supporting and encouraging active travel – in particular increased uptake of cycling and walking, is seen as key to helping resolve the climate emergency and addressing poor air quality. Amongst the key actions identified in the Brent Climate and Ecological Emergency Strategy and the Brent Air Quality Action Plan include plans for the introduction of Healthy (Low Traffic) Neighbourhoods; the creation of new school streets schemes; the delivery of bike hangars; and working with schools to develop sustainable travel plans. These and other similar interventions figure prominently in the three-year LIP Delivery Plan.

## **9.0 Human Resources/Property Considerations (if appropriate)**

- 9.1 None.

## **10.0 Communication Considerations**

- 10.1 Any consultation undertaken as part of the planning, design and delivery of schemes in the three-year LIP Delivery Plan will be communicated to residents and stakeholders via appropriate channels.

**Report sign off:**

**Alice Lester**

Corporate Director Neighbourhoods and Regeneration