

	<p>FULL COUNCIL 23rd January 2006</p> <p>Report from the Director of Environment and Culture</p>
<p>For Action</p>	<p>Wards Affected: ALL</p>
<p>The Local Implementation Plan</p>	

Forward Pan Ref: E&C-05/06-006

1.0 Summary

- 1.1 The Local Implementation Plan (LIP) is a statutory document that every London Borough has prepared or is preparing ready for submission to the Mayor in 2006. The Council's Transportation Service Unit last reported to Executive in August 2005, detailing how, via the LIP, the Borough plans to implement the relevant priorities, policies and proposals included within the Mayor's Transport Strategy.
- 1.2 The LIP process was first reported to the 15th February 2005 Executive and officers were instructed to report back to the Executive and Council with a recommended 'Final' LIP document following receipt of comments from TfL. Summary of these comments are highlighted in Appendix 1 of this report together with officers response.
- 1.3 The Transportation Unit has amended the LIP accordingly and the document now fully reflects the Mayor and TfL's comments and is ready to be submitted to the Greater London Authority for Final Approval. The Mayor's Office (the GLA) requires 100 days to approve the Local Implementation Plan, hence Brent's LIP is likely to be approved late Spring/early Summer 2006. An Executive Summary of the LIP and the full Final LIP will be available to Members at or prior to the meeting, should they wish to inspect them and should contact the author directly. Meanwhile, a copy of the full Final LIP document was sent to the leaders of the 3 political parties in early January.

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2.0 Recommendations

- 2.1 Note the summary of Transport for London's feedback report on Brent's Draft LIP (**Appendix 1**) of this report;
- 2.2 Note the summary of Brent's Final LIP (**Appendix 2**) of this report;
- 2.3 To approve the content of the Final Local Implementation Plan (LIP), subject to minor amendments by the Director of Environment & Culture – should this be required;
- 2.4 The Director of Environment & Culture to submit the Final LIP to the Mayor of London for final approval.

3.0 Detail

- 3.1 The preparation of a LIP is a legal requirement of the 1999 Greater London Authority Act. The Act demands that all London Boroughs prepare a transport plan setting out how the relevant priorities and policies included within the Mayor's Transport Strategy (MTS) will be implemented.
- 3.2 The LIP details how, subject to future funding and staff resources, the Council may respond to the priorities, policies and proposals of the MTS. It also includes broad programmes of physical works that the Council could continue to progress over the course of the plan (e.g. installing bus lanes, safety schemes, cycling facilities and 20mph zones).
- 3.3 The Draft LIP was sent to Transport for London for approval on Friday 4th March. Members requested that the Director of Environment did not submit the Final LIP to the Mayor of London for approval if substantive amendments or major amendments are required to the Draft LIP following Transport for London's official feed back or the result of the borough wide consultation and the Director of Environment shall report back to the Executive and Council for approval of the Final LIP prior to submission of the same to the Mayor of London. This is the basis of this report.
- 3.4 The Transportation Unit prepared a Draft LIP document which was subject to detailed public consultation from March through to July 2005. The consultation involved:
 - Officers met internally to develop the content of the LIP;
 - Officers presented the LIP to the 5 Local Area Forums;
 - A questionnaire/information leaflet was sent to all households in Brent as an insert in the Brent Magazine;
 - The leaflet was also sent to many businesses and resident groups;
 - Articles on the LIP included in Council publications.

3.5 The LIP required detailed information from other Council departments. A LIP Working Group was formed and convened its first meeting in December 2004. Since then, the group met on four further occasions, agreeing the content of the 'Draft LIP' in July 2005. The group proved to be an inclusive, well attended and effective means of collating and developing the required information. The Working Group comprised of officers from Environmental Services, Social Services, Housing, Education, Community Safety and a representative from the voluntary sector.

3.6 Around 350 questionnaire leaflets were completed and returned to the Council. These were analysed and the comments are included in the final document. A copy of the full Final LIP will be available for members inspection at the meeting

4.0 Financial Implications

4.1 Transport for London provided the Council with £70,000 for 2004/05 and 2005/06 towards the cost of preparing and printing the LIP document and consultation material.

4.2 The development of the LIP document was undertaken primarily by officers from the Environment & Culture Department and supported by other departments within the Council.

5.0 Legal Implications

5.1 The Greater London Authority Act 1999 (The Act) requires that the London Local Authorities must implement the Mayor's Transport Strategy published in 2001. This Strategy sets out the transport policy framework for London.

5.2 Brent Council must submit a LIP for the Mayor to approve before the end of 2005. The Mayor cannot approve a LIP unless he considers that:-

- It is consistent with the (Mayor's) Strategy;
- That the proposals contained in the LIP are adequate for the purposes of the implementation of the Strategy; and...
- That the timetable for implementing the proposals and the end date by which the proposals are implemented are adequate.

5.3 The Mayor has extensive powers to prepare the LIP if an Authority fails to prepare one that is in the Mayor's opinion adequate. The Mayor can recover the cost of doing so from the Local Authority in question as a civil debt. Also, where the Mayor considers that the Local Authority has failed 'or is likely to fail' to implement any proposal within the LIP, he can exercise on behalf of the Local Authority its powers and recover the cost of doing so.

5.4 The Act states that a Local Authority may revise its LIP at any time and must consider the need to do so when the Transport Strategy is revised.

6.0 Diversity Implications

- 6.1 The LIP fully supports the Mayor (and the Councils) policies on diversity and social inclusion. For example, LIP 'Priority V' is "Improving accessibility and social inclusion on the transport network". Plans should have regard to safety and security for women and vulnerable users. The LIP will also consider the findings the Council has made into pioneering road safety research into why children of Afro-Caribbean origin are over represented in road traffic casualties in some areas of the Borough.
- 6.2 Boroughs must demonstrate how the LIP will meet the equality and inclusion objectives set out in the Mayor's Transport Strategy and include proposals responding to the requirements in the LIP Guidance. Brent's LIP does this wherever possible.
- 6.3 The LIP should address the transport barriers for equality target groups (as defined by the GLA and other groups):
- Women;
 - Black and minority ethnic people;
 - Older people;
 - Disabled people;
 - Lesbians, gay men, bisexual and transgender people;
 - People from different faith groups.
- 6.4 In reflection of the above, boroughs are "strongly recommended" to undertake an 'Equality Impact Assessment' (EQIA) to demonstrate that the LIP does not have a negative impact on a particular equality target group, or that any adverse impacts identified have been appropriately mitigated. Brent's LIP includes such an EQIA.

7.0 Staffing/Accommodation Implications (if appropriate)

- 7.1 As mentioned in 4.2, the production of the LIP has been undertaken by staff within the Environment & Culture Department with further support from across the Council.

8.0 Environmental Implications

- 8.1 The LIP carries important Environment Implications, particularly those that underpin the Mayor's Transport Strategy, namely, encouraging increased use of bus and rail travel, 'year on year improvements' in walking and cycling, and a reduced reliance on the private car. The document affords the opportunity to include aspirations relating to town and district centres / public spaces, proposed rail, light rail, tram and bus route improvements, and proposed improvements to key strategic walking and cycling corridors.

- 8.2 As well as having regard to the Mayor's Air Quality Strategy, where appropriate the LIP makes important linkages to the recommendations of the Council's Air Quality Action Plan. It also clearly states our policies with respect to traffic and transport related noise and relevant borough activities relating to reducing traffic and transport related traffic noise. The LIP also makes reference to how the Council seeks to encourage the movement of waste by rail or water or otherwise reduce the impact of the transport of waste material.
- 8.3 To ensure the LIP fully complies with recent environmental legislation, the Council appointed an independent consultancy to carry out a 'Strategic Environmental Assessment' (SEA). SEA is a requirement of European Directive 2001/42/EC *on the assessment of the effects of certain plans and programmes on the environment*, also known as the 'SEA Directive'.
- 8.4 The objective of the SEA Directive is 'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans ... with a view to promoting sustainable development' (Article 1). This is broadly consistent with Government policies and is reflected in other transport planning and appraisal guidance.
- 8.5 The SEA Directive applies to plans and programmes, and modifications to them, whose formal preparation begins after 21 July 2004. It also applies to plans and programmes whose formal preparation began before that date, if they have not been adopted (or submitted to a legislative procedure leading to adoption) by 21 July 2006.
- 8.6 A Summary of the Environmental Report, or the full report, is available should Members wish to inspect it.

Background Papers

Detail of documents includes:-

- Local Implementation Plan Guidance Document – Greater London Authority – July 2004.
- Interim Local Implementation Plan” – 2001 – Brent Council;
 - “Borough Spending Plan 2005-2006” – 2004 – Brent Council;
 - Transport Strategy – 2001 – Greater London Authority (GLA);
 - Economic Development Strategy – 2001 – GLA;
 - Spatial Development; the “London Plan” – 2004 – GLA;
 - Biodiversity Action Plan – 2002 – GLA;
 - Municipal Waste Management – 2003 – GLA;
 - Air Quality – 2002 – GLA;
 - Ambient Noise – 2004 – GLA;
 - Culture – 2004 – GLA.

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Contact Officers

Any person wishing to inspect the above papers should contact Adrian Pigott, Transportation Service Unit, 2nd Floor East Brent House, 349-357 High Road Wembley, HA9 6BZ. Tel: 020 8937 5168.

Richard Saunders
Director of Environment and Culture

Appendix 1.

Summary of Transport for London's Response on Brent's Consultation LIP.

Introduction

Brent's Draft Local Implementation Plan (LIP) was published for consultation in March 2005. The two-part document represents Brent's response to the overarching London-wide Mayor's Transport Strategy (MTS) and contains the borough's policies and programmes of work to 2011, set out under 12 transport headings. Transport for London (TfL) received copies of the draft for comment; this document represents a summary of their comments.

TfL LIP Consultation Response runs to some 130 pages and contains summary and detailed responses covering all of its heading areas. It is based upon the Transport Strategy Local Implementation Plan Guidance produced in 2004, which set out how boroughs were expected to structure their LIPs. The main focus of TfL's response is upon Chapter 5 which contains the borough's response to the Mayor's Transport Strategy policies and proposals.

In accordance with Section 146 of the Greater London Authority Act 1999, the Mayor of London shall not approve the LIP until he considers:

- That the LIP is consistent with the MTS;
- The proposals contained in the LIP are adequate for the purposes of meeting the MTS; and
- The timetable for meeting these proposals, and the date by which proposals are to be implemented, are adequate for these purposes.

The TfL Consultation Response will enable the borough to ensure that its LIP is of a standard that will meet the approval of the Mayor of London and that it meets its statutory requirements. Once the final LIP is submitted to TfL, an assessment will be made as to whether the work we have done to improve it is sufficient to enable its approval.

The council anticipates that the final LIP will be approved by Transport for London. However, if after one or two iterations of the final LIP, the Mayor still cannot approve it, TfL may seek to intervene to bring it up to the desired standard.

Response to the LIP

The LIP is divided into 12 chapters. Chapter 5 describes how the borough will meet each of the Mayor's policies and proposals in turn. These policies and proposals are linked to programmes which are set out either in the text of Chapter 5, or separately in a set of "Form 1's" which are included in a separate appendix. Other chapters cover specific areas of the Council's work,

including road danger reduction, school travel plans, equality and inclusion, performance and finance.

TfL's individual business units have reviewed the LIP and commented in summary and detail on each work area. The comments together represent a work plan for the finalisation of the borough's LIP.

Cross-cutting goals

LIP Guidance describes five cross-cutting goals that boroughs must take into account:

1. Promoting safety and perceptions of safety, for all modes of travel;
2. Encouraging greater use of the sustainable modes
3. Balancing road space allocation
4. Meeting requirements for sustainable development
5. Promoting equality and inclusion.

TfL's response states that the LIP refers satisfactorily to the cross-cutting goals, even though this is not explicitly stated in the document. A table is recommended to ensure that the goals are expressed in the text.

Proposals

Brent's LIP has responded fully to approximately half of TfL's 88 'must' requirements and half of the LIP's 'encouraged' aspects. This is summarised in the table below:

	Total	Not applicable	To be achieved	Fully addressed	Outstanding/incomplete
'Must' requirements	88	4	84	43	41
'Encouraged' aspects	53	7	46	26	N/A

Outstanding required responses and improvements to fully answered responses as listed in TfL's consultation matrix are outlined as follows:

Proposal	Description	Action
3.Pr1	Information on local mobility forums	Provide information and explain how these groups can influence decisions
3.Pr4	Traffic and transport-related noise	Set out a programme Form 1
3.Pr6	How the borough seeks to encourage waste movement by non-road transport	How the LIP needs to reflect PPS10 (Waste Management) and a commitment to improving non-road modal share.
4E.Pr9	Significantly improve the sense of security felt by passengers of public transport services	Identify how the GLA and TfL will be consulted on Brent's Crime and Disorder Strategy.
4E.Pr13	Improving accessibility of	Strengthen / programme for

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	stations	ABS schemes; modify text
4F.Pr2	Demonstrate support for enforcing bus priority	Include details of how to implement bus priority measures, including Form 1 proposals.
4F.Pr2	Develop Target 4	This target is out to borough consultation
4F.Pr3	Demonstrate commitment to support provision of bus garages and stands	Specify suggested locations
4F.Pr6	Detail effective bus priority programme	Set out Council's approach to this proposal.
4F.Pr7	Summarise Service Level agreement with TfL for enforcement of bus priority	To be addressed
4F.Pr7	Set out the local clearways programme (for bus stops)	Set out borough's support for this programme
4F.Pr8	Set out programmes for delivery of high levels of bus priority	Explicit support required
4F.Pr8	Demonstrate that enforcement will be integral to bus priority proposals	Develop Form 1
4F.Pr8	Demonstrate that road proposals and programmes include measures to mitigate adverse effects on bus services	Develop Form 1 and text to support
4F.Pr11	Programme for provision of accessible bus stops	Provide details of locations
4F.Pr21	Commitment to producing strategy for coach parking (Wembley)	Provide details of coach parking strategy and more detailed commitment to coach parking including dropping off locations, similar to Hotels policy.
4G.Po2	Take account of the current London road hierarchy	Demonstrate that regard has been given to the London Road Hierarchy.
4G.Pr4	Programme for bringing signs up to standards required by DfT	Develop a programme
4G.Pr7 Ch.6	Review road safety plan annually and provide progress updates	State that plan will be reviewed annually
4G.Pr10	Develop a programme of Streets for People	Develop programme
4G.Pr11	Working with TfL to improve the attractiveness of town centres	Provide more detail and a list of town centres
4G.Pr12	Include local traffic forecasts and set out how policies will contribute to meeting the traffic reduction targets	Clarify and resolve inconsistencies
4G.Pr12	Set out schemes to reduce traffic growth	Provide further proposals to contribute to this

4G.Pr14	Set out how borough will implement agreed schemes	State that any benefits arising from CCS should not be lost to background motor traffic increases
4G.Pr15	Parking and enforcement plan	Develop plan (this has since been completed)
4G.Pr25	Develop five year asset management plans	Develop a programme
4G.Pr26	Refer to TfL Street Maintenance Strategy and Street Maintenance Plans	Make explicit reference
4I.Pr2	Include proposals for improving personal safety	Highlight proposals to improve personal safety during the hours of darkness
4I.Pr4	Describe management principles applying to pedestrianised areas	Develop further information
4I.Pr7	Review of traffic signals to assess potential for provision of (all-green) pedestrian phases.	Describe mitigation measures to minimise disbenefits to buses
4J.Pr1	Include local action to support LCAP objectives	Develop programmes for improving access to canals, events such as Good Going and Bike Week, Cycle Training and mutual awareness, Reference needed to cyclists in bus priority measures. Refer also to other policies in LCAP.
4J.Pr3	Develop programme for LCN	Develop programme for local links
4J.Pr4	Set out programme for LCN+	Request from LCN+ team a revised common statement
4J.Pr5	Include a programme for review of key cyclist collision locations	Develop a programme.
4J.Pr5	Incorporate cycling considerations into Parallel initiatives for A Roads' and Busy Bus Routes' (4G.Pr18).	Develop a programme
4J.Pr7	Programme for cycle access and cycle parking	Include a programme for ASL's. Location specific parking proposals should be provided. Refer to Mayor's School Cycle Parking Programme. See also LCAP.
4J.Pr8	Programme to support effective cycle training for children and adults	Develop a programme
4K.Pr4	Identify measures to encourage waste transport by non-road transport	Outstanding
4M.Po2	Safeguarding wharves (on	Consider scope for

	Grand Union Canal)	safeguarding wharves.
4N.Pr5	Seek closer integration of community and mainstream public transport services	Details of how Brent will work with TfL and the CT sector to take forward these objectives.
4O.Pr4	Indicate how proposals for door to door transport will integrate licensed PHVs into appropriate service delivery mechanisms.	Commentary to take into account CAT results
4O.Pr9	How Brent will maintain, establish and facilitate local mobility consultation mechanisms ensuring that disabled people are fully represented	Set out further information on the Transport and Mobility Forum. How does the consultation mechanism relate to the Brent Association of Disabled people referred to on page 176? Provide further details on how Brent will establish, maintain and facilitate local mobility consultation mechanisms.
4O.Pr9	Indicate how local consultation processes can contribute to a London-wide strategic mobility forum	Provide further information on how the consultation process will contribute to a London-wide strategic mobility forum.
4O.Pr12	How Brent will assist increased provision of powered wheelchairs and other mobility aids	State how Brent might progress the Scootability scheme if applied locally. Detail plans to assist the provision of powered wheelchairs and other mobility aids.
4O.Pr13	Plans for providing sufficient disabled parking at key locations	Develop proposals
4O.Pr13	Seek views of disabled motorists to determine key locations for parking	Strengthen commitment by stating the intention to use the Brent Association of Disabled People to help identify new locations for parking at key locations.
4O.Pr14	Set out a programme to contribute to a robust and reputable blue badge scheme	Provide further references and develop a programme. Incorporate in PEP / or refer to PEP.
4P.Pr4	Set out programmes to encourage use of more sustainable modes.	Provide programme and strengthen policy.
4P.Pr5	Set out programme to reduce transport related crime and state how this will be monitored	Develop a programme. Identify linkages with Crime and Disorder Strategy.
4Q.Po1	Set out local proposals to support increased public transport capacity	Develop proposals

Appendix 2.

Summary of Brent's Final LIP.

Introduction

Since 2001 the Mayor of London has published a Transport Strategy for London as well as strategies for spatial development (the London Plan), economic development, air quality, biodiversity, noise, waste and culture. All London boroughs have a key role to play in planning for and developing these improvements, including the management of 95 per cent (non-TfL) roads for which they have responsibility.

Brent's Local Implementation Plan is a statutory document that sets out how the borough proposes to implement the Mayor's Transport Strategy (MTS) in its area, taking into account the local context. Detailed policies and proposals are set out in detail for the first five years of the plan period which mirrors that of the MTS, with a ten-year horizon from 2001-2011.

The plan represents a progressive approach to transport policy which on implementation, the Transportation Service Unit is confident will deliver, on balance, the wishes of locally elected members and a majority of those who live, work and visit Brent. The plan also sets out how the Council will seek to deliver and indeed develop the statutory targets set out in the MTS, including time-scales and resources.

The Council is also responsible for ensuring that its Air Quality, Biodiversity, Lorry Ban Exemption and Local Development Framework, together with other relevant policies and strategies, are linked to the higher-order strategic policies set by the Mayor, notably in the London Plan.

Brent Council is pleased to be working in partnership with Transport for London to deliver the policies and proposals set out in the Local Implementation Plan. Individual scheme and project proposals are set out in the annual Borough Spending Plan funding bid, which is based upon the strategic proposals that can be found in the LIP.

Structure of the Local Implementation Plan

Chapter 1: Local Socio-economic / demographic context

Chapter 1 provides a demographic and geographical description of Brent. It is intended to assist in understanding the context of the policies and proposals contained in the LIP.

The borough is home to a population of 263,464 residents (2001 Census), an increase of 27,000 from 1991, and is one of only two UK local authorities in which the population of black and ethnic minority residents is greater than the white population, making it Britain's most diverse and increasingly inclusive

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borough. Brent is also a youthful borough: almost 40 per cent of the borough's population is aged between 20 and 39 years; its population is predominantly below the age of 40.

Some parts of the borough are acknowledged as being deprived. The symptoms of this include above average overcrowding, health-related problems and relatively high unemployment. Concurrent with these issues is the fact that these areas are predominantly situated in areas of poor air quality.

Brent is also one of the larger London local authorities, covering almost 17 square miles. It includes relatively dense Victorian suburban development to the south of the North Circular Road and lower density suburban development to the north, comprising of the major town centre of Wembley, Wembley Stadium, major employment and retail areas and housing dating from the turn of the 20th Century.

The borough has an extensive public transport network, with 48 daytime and 12 night time bus routes and 26 rail stations served by National Rail and Bakerloo, Metropolitan, Piccadilly and Jubilee Line Underground trains.

Surveys of local travel habits show that the most popular single choice of mode for travel to work is the private motor car or van, with just over a third of people travelling by this mode as driver or passenger. However the sustainable modes are most popular when taken together: Almost two thirds of travel to work journeys are made on foot (6%), cycle (1.6%), public transport (45%) or taxi (0.4%) (not all modes included). Just under 10% of people work at home.

Over a third of households in Brent do not own a private motor car. This translates to about half of the population of the borough not having access to a car all of the time (based on a borough average of 2.62 persons per household), meaning that there is considerably greater reliance on the sustainable modes than household car ownership figures alone would indicate. Nevertheless, an increasing proportion of households have two or more vehicles.

Chapter 1 provides an indication of areas in which the Council needs to work hardest: to reduce the need to travel, and where travel is necessary, to increase the proportion of journeys walked and cycled and reduce demand for car-borne travel in the context of an increasing population, relatively low household car ownership; the environmental, social and economic impacts of unsustainable patterns of travel; and pressures on the road and public transport networks.

Chapter 2: Local Transport Context

The Local Implementation Plan guidance suggests that Chapter 2 should contain background information on local transport services, problems and opportunities including those that result from local infrastructure, land-use developments and regeneration.

In the final version of the Local Implementation Plan and to satisfy the requirements of the LIP guidance more thoroughly, Chapter 2 now includes contextual base maps that provide this information; with much of the original text of the chapter is now contained as contextual information to support the various parts of Chapter 5. This information is summarised below under the heading of Chapter 5.

Chapter 3: Borough Policy Statement

Chapter 3 sets out how the Local Implementation Plan policies are supported by corresponding Council policies across a range of work areas. It also includes Common Statements from Park Royal Partnership, London Lorry Control Scheme, London Bus Priority Network, London Cycle Network and SWELTRAC.

A summary of the Council's supporting policies are set out in a table which summarises each relevant policy or action and links it to individual policies from the Mayor's Transport Strategy. The policy documents are as follows:

- The Unitary Development Plan (UDP) – adopted in 2004 - will be superseded by the Local Development Framework (LDF), a suite of land-use planning documents that will increasingly reflect the policies of the Local Implementation Plan. The UDP contains strategic and local policies for transport and land use development in the borough and is the main material consideration in the development process;
- The Crime and Disorder Strategy sets out targets to reduce the amount of crime in the borough. It has considerable relevance to the Council's transport policies, particularly with regard to personal safety and the development of area-wide schemes that are designed to address public realm and crime issues.
- The Air Quality Action Plan provides a key context to the development of sustainable transport policies in the LIP. The borough's defined Air Quality Management Areas are key to the identification of local priorities for transport investment, together with other considerations including indices of multiple deprivation. Transport is a major net contributor to poor air quality and associated poor health and climate change; it is therefore imperative that the Council contributes robustly to improving the borough's air quality.

The need to develop sustainable transport policies (and indeed other supporting policies) will become increasingly important given the impending reduction in oil production rates and rising prices. Our increasing dependence on oil is becoming an urgent issue given the declining rate of discoveries.

- The Regeneration Action Plan sets out the Council's spending priorities and investment mechanisms for regeneration in the borough. Many of the objectives in the plan are indirectly or directly transport oriented, from

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reducing danger on the roads to providing accessibility for mobility and inclusion groups.

- The Community Consultation Strategy sets out a framework for consultation in the borough. Brent Council is committed to developing innovative methods of community involvement in its policies, by placing greater emphasis on a move away from 'theatre' style 'them and us' methods and towards true and wholly inclusive public engagement to shape the future of the borough.
- The Biodiversity Action Plan sets out how the Council will support biological diversity across the borough, including on transport routes. The Action Plan also sets out how the Council will enable the public to have access to parks and other spaces to enjoy their environmental quality.
- Brent Community Plan is the culmination of engagement with stakeholders in the Brent Strategic Partnership. The plan establishes a set of key priorities relating to environment and transport that are of strategic importance to the LIP.

Common statements have been provided by a number of organisations as follows:

- Park Royal is the largest remaining industrial area in London and is identified in the London Plan as a strategic employment area. The industrial area is host to 1,900 businesses with a total between them of some 40,000 employees.
- The London Lorry Control scheme common statement is aimed at restricting the movement of heavy goods road vehicles to a defined exempted network. The environmental controls, enforced on behalf of the boroughs by the ALG, are intended to reduce the impact on Londoners caused by lorries of over 18 tonnes laden weight.
- London Bus Priority Network is project managed by the London Borough of Bromley. Its aim is to maximise bus priority across the network and to free operators from the effects of motor traffic congestion.
- The London Cycle Network Plus is project managed by the London Borough of Camden. The 900km network is one part of the London Cycling Action Plan's commitment to increasing the amount of cycling in London.
- The West London Transport Strategy (WLTS) is a joint public-private funding venture including six London boroughs including Brent. The partnership provides a voice for the sub-region in the interests of its economic, social and environmental well-being. The Common Statement shows how the WLTS is committed to achieving sustainable transport and compatible land use planning policies across the sub-region.
- SWELTRAC (South and West London Transport Conference) is an organisation comprising ten London Boroughs and Surrey County Council, Spelthorne Borough Council, TfL, the SRA and National Rail. Its common

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statement sets out the organisation's aim to reduce car dependency and travel demand, and promote investment in and the use of the sustainable modes in order to achieve safe and efficient movement of people and goods.

Chapter 4 – Equality Impact Assessment

Chapter 4 summarises the key outcomes and actions arising from the Equality Impact Assessment of the LIP. The purpose of an Equality Impact Assessment is to improve the work of the Council by ensuring that it does not discriminate against any group. The Council's work should also promote equality and inclusion and fulfils the Council's duties under the Race Relations (Amendment) Act 2000.

Broadly, the Chapter concludes that investment in schemes that reflect the policies and proposals contained in the Local Implementation Plan will be of benefit to the whole community, provided that sufficient funding can be secured to deliver the MTS locally.

Chapter 5 – LIP Proposals for Mayor's Transport Strategy Priority Areas

Chapter 5 sets out the Council's own policy response to the Mayor's Transport Strategy policies and proposals. The chapter is divided into 12 sub-sections, dealing with overall strategies, public transport, streets, modes, accessible transport, integration and major projects. The chapter demonstrates clearly that the LIP is a corporate document, with contributions from many service units who are members of the LIP working group.

Each sub-section provides a wider policy and transport context, outlining supporting national, London-wide and local policies. There is also a local transport context in each subsection which provides a background on local transport services, problems and opportunities, including those that result from local infrastructure, land-use developments and regeneration. Key topics include:

- *Buses:* The borough has an extensive public bus network, however there are 'holes' – areas which are not within TfL's aspirational standard that no household should be more than 10 minutes' walk of a bus stop. Significant additional investment since 1999/2000 has resulted in a surge in bus usage, meaning that existing services require increased capacity and providing opportunities to develop new and innovative bus services, including guided bus or enhanced priority routes. The borough's orbital bus network needs to be strengthened to provide realistic alternatives to the private car for more journeys.
- *Rail:* Three Train Operating Companies run services in Brent, and whilst the Council does not have direct financial input into service and network improvements, it has nevertheless identified several areas where there has been close co-operation on funding of rail projects over several years. The Council wishes to take every opportunity arising, for example from re-franchising, the formation of TfL Rail, the launching of partnerships and the

development of initiatives such as Orbirail, to raise standards of service and infrastructure in the borough. The Council also sees opportunities for improvements to local Underground infrastructure and services on the Piccadilly, Bakerloo, Metropolitan and Jubilee lines.

- *Streets:* The Council has a backlog of work arising from many years of under-investment in maintaining and improving the borough's streets. The Local Implementation Plan provides the opportunity to reverse this situation, in a way that is consistent with the progressive policies of the road danger reduction principles set out in Chapter 6 and the policy responses provided in Chapter 5.
- *Private cars:* Brent has relatively low car ownership, yet motor traffic is increasing. This growth and continued car dependency are having unacceptable economic, social and environmental impacts, particularly upon the urban realm, quality of life and health. Much of the Borough is now covered by an Air Quality Management Area and Low Emission Zone, presenting opportunities to reduce the pollution impact of motors and encourage more widespread use of the sustainable modes.

Against this background, the Council has developed policy responses to the Mayor's transport strategy. Broadly, the Council's response is as follows:

- *Environment:* The Council is concerned about the long term environmental, social and economic impacts of increasing dependency on private cars in particular and seeks to promote modal shift by choice. The Council's policies have therefore focussed on meeting the high order objective of sustainability by promoting modal shift. Taken together, the policies and proposals perform well against the assessment criteria in the Strategic Environmental Assessment. These policies include:
 - The Air Quality Action Plan, which sets out policies and actions for the Council to follow with regard to reducing the impact of motor traffic, especially in the areas defined as 'Air Quality Management Areas' and the Low Emission Zone. The Action Plan has been very influential with regard to the development of policies and proposals in the LIP.
 - The Biodiversity Action Plan, which the Council will have regard to in an increasing proportion of its transport projects.
 - The Strategic Environmental Assessment, which whilst not a policy document, does provide useful guidance on how the LIP can be improved and used to direct the implementation of projects.
- *Walking:* The Council seeks to promote walking and overcome the barriers that prevent people from walking more often. In particular, the Borough should become more accessible to disabled people, including people with sensory impairments, and the elderly and children travelling independently. This can be achieved in part by identifying pedestrian desire lines, increasing the number of pedestrian crossings and by improving the condition of footways. The Council will promote London-wide and local schemes such as the Capital Ring strategic walking route and metropolitan walks.

- *Cycling:* The Council seeks to promote cycling and improve conditions for cyclists to travel wherever it suits them. Chapter 5 sets out policies that are intended to lead to the delivery of the London Cycle Network Plus, local 'permeability' links and improved conditions on the borough's principal and busy road network. The Council also intends to deliver excellent cycle training to residents and to promote cycling through travel awareness, working in partnership with cycling stakeholder groups.
- *Public Realm:* The Council seeks to support its infrastructure development by improving the quality of the public realm. This is particularly true of when it comes to the management of town centres, biodiversity and land use development. The Road Danger Reduction Plan provides more detail on how the Council will invest in infrastructure to a high standard of design and environmental quality. This will be developed further in the *Streetscape and Road Danger Reduction Design Manual*. Reducing the fear of crime and actual crime are important if the Council is to promote modal shift and social inclusion. The Council supports TfL's Safer Travel at Night scheme and targets to reduce the incidence of crime.
- *Public transport:* The Council seeks to support the London Bus Priority Network and to improve journey times, reliability and bus stop accessibility. The Council also seeks to work in partnership with TfL, TfL Rail, the Train Operating Companies and London Underground to improve service and infrastructure quality. Proposals include a new Wembley Transit service linking Wembley and Park Royal.
- *Integration:* The Council is committed to maintaining and promoting the highest possible level of integration of local public transport services, walking and cycling. The TfL Interchange Plan lists the interchange stations in the Borough. However, the Council does not support the development of park-and-ride facilities within the Borough boundary because of their implications for sustainable transport and traffic management.
- *Accessible transport:* Ensuring that all sections of the community have access to transport is a key aim of the Council which seeks to ensure inclusivity in its transport policies. Initiatives include transport provided by Social Services, demand-responsive and semi-timetabled bus services and seeking funds to invest in measures to make bus stops, stations, buses and trains more accessible to disabled people.
- *Freight:* The Council supports the London-wide Lorry Ban exemption scheme. We also support the retention and development of opportunities for rail and water-borne freight carrying.
- *Motoring:* The Council seeks to improve conditions for those making essential journeys by private motor vehicle, in part by promoting walking, cycling and public transport use in order to reduce the number of car-borne trips that can be made in other ways. The School Travel Plan strategy together with other restraint and travel awareness measures and initiatives will assist this work area. The Road Danger Reduction Plan (Chapter 6)

seeks to reduce the amount of danger that motor vehicles cause for vulnerable road users in particular whilst promoting modal shift.

- *Traffic Management:* The Council regards all modes as 'traffic'. A traffic manager will be appointed to oversee the effective management of the existing road network for all of its users and to meet the Council's Network Management Duty obligations under the Traffic Management Act 2004.

Chapter 6: Brent Road Danger Reduction Plan

From January 2000 until the end of December 2003, there were a total of 4347 recorded personal injury collisions in Brent. Of these, 560 (13%) were serious or fatal and 74 of the serious or fatal injuries were children.

Brent Council takes this issue very seriously. For each person killed or injured on the Borough's roads, there may be many other people who are also affected — their families, friends and near communities, and not least, the person(s) who caused the crash.

The chapter explains that traditional reactions and attitudes to road safety could be improved —instead focussing more on the sources of road danger. Over time, such an approach which foster a local environment more conducive to sustainable travel – essentially – lessening dependency on the private car and increasing the use of more sustainable travel modes, such as walking and cycling.

Continuing as we have done for the last 20 years or more will only lead to more motor traffic, more danger, and more pollution, less physical activity, worse health, loss of our sense of 'community', declining public realm, and social exclusion.

The Road Danger Reduction approach offers a new way forward for Brent It sets out ways in which the Council can progressively lower the number of casualties (particularly among vulnerable road user groups), raise the quality and amenity of the borough's public spaces, promote the modes (walking and cycling) which impose the least 'costs', including danger, on other people and on the environment, and in the process improve the health and wellbeing of the borough's citizens.

The plan treats the objective of road safety as a means to reduce the amount of danger on the Borough's roads by addressing danger *at source* and at the same time to increase people's willingness and choice to walk, cycle and use public transport more often and to use their cars for fewer journeys.

The plan is a tool to develop wider sustainable policies for planning and transportation and to change the design and appearance of the borough's road network. The plan is divided into four parts:

- *Part 1* sets out the main principles for road danger reduction in the Borough. It states the Council's commitment to the Road Danger Reduction Charter and to the Hierarchy of Road Users, which places

vulnerable road users at the top. It commits the Council to playing its part in developing the *science* that is important to help reduce the amount and perception of danger on the Borough's roads. The road user hierarchy and Road Danger Reduction Charter are as follows:

Road user hierarchy	<i>The Council adopts the Hierarchy of Road Users as follows:</i>
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- 1. Pedestrians and disabled people;*
- 2. Cyclists*
- 3. Public transport*
- 4. Freight access*
- 5. Business motorised vehicles*
- 6. Private motor cars*

Road Danger Reduction Charter	<i>The Council adopts the Road Danger Reduction Charter, which is a pledge to:</i>
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- 1. Seek a genuine reduction in danger for all users by identifying and controlling the principal sources of threat;*
- 2. Find new measures to define 'danger' and attitudes and perceptions of 'risk' on our roads. These will more accurately monitor the use of and threat to benign modes;*
- 3. Discourage the unnecessary use of private motorised transport where alternative benign modes or public transport are equally or more viable;*
- 4. Pursue a transport strategy for sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased.*
- 5. Actively promote cycling and walking, which together pose little threat to the environment or other road users. This will be achieved by taking positive and co-ordinated action to increase the safety, priority and mobility of these benign modes.*
- 6. Promote the adoption of this charter as the basis of national and international transport policy.*

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- Part 2 provides a summary of the policy context for the plan. There is much in National, London-wide and Local policy literature to support the development of road danger reduction principles, though the general thrust of the policy context still leans towards a continuation of traditional solutions. By advancing the boundaries of road safety policies and their*

implementation, Brent Council may be seen as a leading light for other authorities to follow.

- *Part 3* sets out a framework for delivering the Road Danger Reduction Plan, covering engineering, enforcement, engaging with the public, modal shift, health, marketing, publicity and education. The framework sets out strategic priorities and policies for engineering and provides strategic design advice that will appear with more detail in *Brent Streetscape and Road Danger Reduction Design Manual*. This document will form the crucial link between the Council's Transportation Strategy and Traffic Management roles, to translate the policies of this plan into reality.
- *Part 4* distils the framework set out in Part 3 into a list of targets, performance measures and actions. This, together with the Strategic Proposals Diagrams and Streetscape and Road Danger Reduction Design Manual, will guide future bids in the Borough Spending Plan and strategic policies in the Local Implementation Plan.

Brent Road Danger Reduction Plan marks a significant advancement of Brent's approach to transport policy and road safety generally, and the Council is confident that it can be delivered with the support and involvement of the community.

Chapter 7: Brent Parking and Enforcement Plan

The Parking and Enforcement Plan reflects parking policies across the national, regional, London-wide and local policy tiers. Parking management can influence how and when people travel by car and other transport modes, and therefore affects a wide range of people, organisations and places in Brent. Parking policies, from the national to local level, seek to restrain unnecessary private car travel, particularly for local trips within the borough and promote a shift towards more sustainable transport choices — walking, cycling and public transport. Indeed, parking policies can also influence the decision to own a car.

The Parking and Enforcement Plan (PEP) seeks to achieve a balance between restraining motor traffic levels and encouraging economic and social activity by adopting a hierarchy of parking need. The hierarchy is intended to balance the use of street space in the borough and create a safer and more pleasant public realm.

The hierarchy is as follows:

Hierarchy type	Priority
Road user	<ul style="list-style-type: none"> • Road danger reduction • Disabled pedestrian needs and access • Pedestrian needs and access • Cyclist needs and access • Local disabled resident parking need • Non-local disabled parking need • Local resident parking need • Essential worker in the delivery of a public service

- Local business essential parking and servicing need*
 - Short stay shopper and visitor parking need*
 - Long-stay shopper and visitor parking need*
 - Long-stay commuter parking need*
- * for cyclists' parking need these have the same degree of priority.

<i>Vehicle type</i>	<ul style="list-style-type: none"> • Emergency vehicle • Cycle • Bus • Public service vehicle • Taxi • Shared / pool car • Powered two-wheelers • No-direct emissions private car • Conventionally fuelled private car
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The PEP sets out 32 Parking objectives under the following general headings:

- *Meeting the needs of all road users*, for example through managing and allocating supply, implementing CPZs and through development control. This includes meeting the needs of disabled people;
- *Supporting effective parking management* through measures such as co-ordinating on and off street parking; s.106 agreements to meet and ameliorate travel demand; monitoring and reviewing arrangements; and deterring illegal parking on footways and verges;
- *Improving sustainable accessibility*, including for example: Providing sufficient short-and-long-term cycle parking; promoting car clubs; improving public transport access and priority through parking control;
- *Meeting environmental objectives* through measures including ensuring that parking management complements the Council's transport policies; encouraging the use of less environmentally-damaging modes and promoting the modes which have the least impact on the environment and society, namely walking and cycling; and having regard to the Low Emission Zone and Air Quality Action Plan.
- *Focussing on customer needs* by consulting and communicating with stakeholders both internal and external and making available permits to particular groups such as essential services, voluntary services and the disabled;
- *Focussing on enforcement* through, for example, ensuring an effective, transparent and fair system of enforcement; introducing more camera enforcement; and ensuring the provision and clarity of parking and traffic regulation signage and lining; and ensuring consistency with neighbouring boroughs.

Chapter 8: Brent School Travel Plan Strategy

Schools are an important generator of movement across the borough at peak times. As part of the Council's commitment to reducing road danger and promoting modal shift, the School Travel Plan Strategy sets out a framework that will enable schools to develop and monitor their own plans.

The plan describes progress so far and sets out how the Council works with other organisations in a steering group to assist schools in the development and implementation of their plans, in order to meet the Mayor of London's targets. Safety in the vicinity of schools will also be reviewed with a view to developing Safer Routes to School in response to completed, successful travel plans.

School travel plans are supported with a number of resources, including travel awareness (with the TfL Good Going branding) and Council-initiated events such as 'Walk on Wednesdays' and 'Walk to School Week'. Materials have also been developed for dissemination to pupils via the National Curriculum.

The Council regards it as being of key importance that parents, pupils and teachers feel a sense of 'ownership' of their plans. Therefore the schools are encouraged to set out, resource and monitor their own activities with the arms-length involvement of the Council and financial assistance from TfL.

Chapter 9: Performance Measures

The Local Implementation Plan Guidance note published by TfL in July 2004 lists the targets that may be met by TfL in partnership with the boroughs. Performance against the following targets will be measured by the Council; others targets will be measured by TfL:

- Target 1: Safety (numbers killed and seriously injured)
- Target 2: School Road Safety (Progress on school road safety reviews by 2008)
- Target 4: Borough Bus Target
- Target 11: Milestone – achievement of compliance with London-wide standard
- Target 14: Roads — share of TLRN and Borough Principal Road Network carriageway lower than score of 70 from UKPMS.

The chapter describes how the Council will measure and deliver these targets.

Chapter 10: Consultation Results

Brent Council takes consultation very seriously. We try to engage with people at every opportunity and actually listen to what they tell us, as part of our decision making process.

Consultation on the LIP has involved:

Qualitative survey

A progressive information leaflet / qualitative questionnaire was delivered to 98,000 households via The Brent Magazine, and a further 15,000 copies were distributed to local businesses, stakeholder groups and other organisations. The leaflets were also made available at events such as the Area Consultative Forums.

We received 377 completed responses from the forms which provided useful information that showed that the public's concerns and aspirations for transport are broadly in line with the policies of the Local Implementation Plan. A statistically significant sample of 120 responses was evaluated when it became apparent that similar responses were being repeated often.

Respondents suggested that the Council take action mainly on poor paving, fear of crime, more cycle provision, road danger, a wide variety of improvements to buses, more railway staff, better and cheaper public transport, tackling the school run using walking strategies and school buses, and moving deliveries into the night or the daytime off-peak period.

Several responses contained additional papers. Of these, Transportation acted immediately on one — by arranging the installation of seats in a local park to enable two disabled residents to visit it more often.

Area Consultative Forums

These are an important element of the Council's programme for consultation on a range of issues. They are also a means of communicating to the general public the initiatives that the Council is undertaking in a range of areas, and providing contact details for follow-up. Transportation Strategy has used the events to raise awareness of the LIP and to invite members of the public to discuss with staff their concerns and ideas, and to distribute further copies of the questionnaire.

A number of useful suggestions and contributions were made at the forums, including one gentleman's detailed drawing of a raised junction table he would like to see installed near his home.

Stakeholder and Focus Groups

The Council makes contact with stakeholder groups through its Consultation Services department, which supplies a database of contact details. Consultation activity is tailored to the needs of people with disabilities and in response to specific stakeholder interests. In addition to meeting groups, we welcome visits to our offices by representatives of stakeholder organisations, such as the Motorcycle Action Group and the local cycling campaign.

Other published opinion surveys

The Local Implementation Plan has been influenced by the work of organisations that have carried out consultation work for other projects. For example, in March 2005, Living Streets published the report of its Walkability Project in Harlesden, which has provided useful quantitative information about the way people feel about walking to and within the town centre. The results of this survey are contained in the Technical Appendices, as part of the Walkability Project report.

Internal consultation

The LIP has been written using information supplied by members of the LIP working group which includes colleagues from a wide variety of other service units and directorates. This group gathers regularly to discuss progress on the plan and is asked for further contributions where necessary. Members are encouraged to carry out consultation on their own contributions, for example, Social Services may choose to contact client groups to identify potential for service expansion or change. We have been keen from the outset to court the views of colleagues in Traffic Management and Highways Maintenance, on issues such as the Road Danger Reduction Plan which will have a significant influence on the design of future schemes.

Meeting the needs of everyone

Brent Council's translation services unit has been asked on a number of occasions to translate consultation leaflets and subsequent responses on request from the public.

The Council has also monitored all of the written responses it has received, in terms of age, gender and ethnic / racial origin. Taken together, responses from Brent's black and ethnic minority groups totalled just under half of all responses.

Chapter 11: Core Capacity Statement

The Local Implementation Plan guidance requires boroughs to summarise the core financial capacities that will be available over the plan period. These resources are:

Tangibles: Organisation and people; Management Systems — hardware and software; Depots, machinery, equipment, etc;

Intangible resources: Plans and policies (these include the Unitary Development Plan, Air Quality Action Plan, and overarching policy documents such as the Mayor's Transport Strategy; Data collection and datasets; Quality Management and Assurance; and CPA Assessment, Charter Mark, Best Value; and ISO14001.

Enforcement revenues can be used for a specified range of investment, usually related to improving enforcement measures. Moving to a decriminalised system has widened the scope of expenditure to a range of projects that have been determined by the Council.

Parking account surplus expenditure is limited to transport-related measures. These are wide-ranging and will contribute to delivering the Local Implementation Plan, particularly in relation to tackling various impacts of car dependency and illegal parking activity.

The statement is also required to demonstrate the Council's ability to deliver its Local Implementation Plan. It describes the structure and delivery responsibilities of the Transportation Service Unit including its method of planning, implementing and maintaining the Borough's infrastructure in accordance with the policies contained in its Local Implementation Plan.

Chapter 12 – Funding Implications

This final chapter of the Local Implementation sets out the amount of funding that is required to deliver its programme of works on an annual or recurring basis under the main Borough Spending Plan bidding headings. It also identifies scope for improvements in other work areas, including accessible transport for disabled people including those with sensory impairments.

The Local Implementation Plan in its draft form includes a total of 68 draft proposals forms. These set out a five year detailed programme of works under a wide range of topic headings, not all of which are consistent with the bidding headings in the Borough Spending Plan. The total cost of funding is programme, from all sources, will be some £38,241,000. Chapter 12 also provides details of how the funding will be sourced over the five years. The range of proposals indicates a need for TfL to review its bidding headings in future BSPs.