

	<p style="text-align: center;">Highways Committee 19th March 2009</p> <p style="text-align: center;">Report from the Director of Transportation</p>
For Action	Wards Affected: ALL
<p>Report Title: TfL CAPITAL APPROVED PROGRAMME 2009/10</p>	

Forward Plan Ref: **E&C-08/09-034**

1.0 SUMMARY

- 1.1. This report aims to inform members of the approved programme and funding received and any changes that have been introduced by Transport for London (TfL) this year.
- 1.2. On 20th November 2008, TfL approved Brent's Local Implementation Plan Funding Application document - submitted in June 2008 - and allocated funding of £5,300,000 (£5.3m) with additional funding through sub-regional/strategic partnerships that will be invested in transportation projects for 2009/10. The £5,300,000 is a figure rounded to the nearest one-hundred thousand pounds - an unrounded figure allocated by this letter is £5,261,000.

2.0 RECOMMENDATIONS

- 2.1 The Committee notes the TfL Capital allocation of £5,261,000, some additional funding secured outside of the (annual) Funding Application process, as well as further funding allocated to Brent through Strategic Partnerships including the Park Royal Partnership (PRP), the West London Transport Partnership (*WestTrans*) and the North Orbital Rail Partnership (NORP).
- 2.2 The Committee instructs the Director of Transportation subject to compliance with the Council's contract standing orders and financial regulations, to implement the schemes set out in this report and ensure their delivery using the allocated budget and resources.

2.3 The Committee authorises the Director of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary traffic management orders if there are no objections or representations, or if he considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

3.0 DETAIL

- 3.1 Following the submission of Brent's Annual Funding Application to Transport for London (TfL) in June 2008, a letter from TfL was received on 20th November 2008 confirming a provisional allocation for £5,300,000 (£5,261,000 – as per para' 1.1), funding secured under the "Area-Based-Scheme" programmes, and further funding allocated through three sub-regional partnerships previously mentioned, for the 2009-2010 financial year.
- 3.2 The allocated funds are intended to be used to support the sustainable management of the borough's transport network in accordance with the Council's approved Local Implementation Plan policies and to meet the strategic and local targets set by Transport for London.
- 3.3 The 2009/10 allocation represents an excellent allocation in comparison to the London average and ranked Brent joint 4th out of the 32 London Boroughs (or 33, including City of London). This reflects the positive co-ordination with TfL and Brent's compliance with the criteria and demands set out within the Annual Funding Application Guidance Document, coupled with Brent's excellent track record of spend/scheme delivery, through Council's annual capital programme.
- 3.4 Principal Road Renewal, Local Safety Schemes, Area Based Schemes and Bus Priority measures continue to be strongly influenced by the application of needs-based consideration in the placement of funds. To reflect their importance, these transport areas represent the top funded transport areas in the programme. Members are asked to note that due to the number of individual schemes forming the proposed future programme, specific details relating to individual schemes set out within this report are limited. Such details will form the basis of the detailed design and consultation process that will commence within the forthcoming financial year.
- 3.5 The approved programme is detailed under transport areas and schemes, as set out below:

BRENT LOCAL IMPLEMENTATION PLAN REPORTING AND FUNDING DOCUMENT (LIP FUNDING APPLICATION) 2009 - 2010 ALLOCATION.

Principal Road Renewal	- Principal Road Maintenance	£625K
	- Bridge Strengthening/Assessment	£90K
Road Safety	- Local Safety Schemes	£870K
	- 20mph Zones	£520K
	- Education, Training & Publicity Schemes	£25K

Walking & Cycling	-	Walking	£225K
	-	Cycling LCN+	£286K
	-	Cycling Non LCN+	£213K
Bus Stop Accessibility	-	Bus Stop Accessibility	£80K
Bus Priority	-	Bus Priority	£1000K*
Streets for People	-	Hazlemere/Priory Park Road SfP.	£900K
Station Access	-	Station Access Development	£400K
Workplace Travel Plans	-	Plan Development & Events	£20K
School Travel Plans	-	Plan Development & Events	£195K
Environment	-	Environmental Projects	£30K
Local Area Accessibility	-	LAS Work Programme	£60K
Travel Awareness	-	Events and Publicity	£22K
Discretionary Funding	-		£100K

TOTAL...			£5,661K^
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* TfL have stated that that £6.6m Bus Priority of the pan-London allocation is "Bus 3G" and other bus priority route/schemes - not currently detailed in the Borough Portal but to be added at a later date. For Brent a value of **£465,000** appears on the Portal, *correct as of 17/02/2009*.

^ It should be noted that the Station Access funding component of **£400,000** was omitted in the allocation letter but is now approved, which explains the anomaly of £5,261,000 referenced in sections 1 and 2, and the £5,661,000 which appears above.

A breakdown and more details of specific schemes under these broad transport areas, is as follows:

3.6 Highways Maintenance: £625,000

Incorporating realignment of kerbs and minor footway reconstruction: Opportunities for incorporating road danger reduction measures and pedestrian accessibility measures, cycle facilities etc...incidental to maintenance activities will be discussed for each scheme and other funding sought as necessary (e.g. from s.106, TfL or other Council pots). This will add further value to the Council's maintenance works.

- A4088 Forty Lane (The Mount - Blackbird Hill) : £178,000;
- A404 High Road Wembley (Park Lane - Ealing Rd) : £170,000;
- A404 Harrow Road, Wembley (from Talbot Road to Copland Avenue) : £81,000;
- A4000 Station Road, Tubbs Road – Acton Lane) : £196,000.

3.7 Bridge Strengthening & Assessment: £90,000

This funding consists of £40,000 for the administration/ associated management costs for Brent as the Chairing/Sector Leader of the London Bridges Engineering Group (LoBEG), and a further £50,000 for a study into removing the trief kerbs in the High Rd and strengthening the footpaths.

3.8 Bus Stop Accessibility: £80,000

Bus stop accessibility improvements, including provision of new/extended 24-hour bus stop clearways, paving of soft verges and kerb line realignments

which will also improve bus journey times and reliability. The programme spans a multitude of locations. Broadly, areas include Kingsbury, Queensbury, Kenton, Sudbury, Alperton, Wembley, Stonebridge, Harlesden, Kensal, Queens Park, Kilburn, Brondesbury, Willesden, Dollis Hill, Neasden, Northwick Park and Preston Road.

3.9 **Bus Priority: £1,000,000**

Measures, the detail of which will be confirmed as part of more detailed design and consultation, to afford buses priority over other forms of motor-borne traffic, often through segregated bus lanes and associated junction improvement measures.

- 83/01 Kingsbury Road;
- Willesden High Road;
- Cricklewood Broadway;
- Acton Lane;
- Preston Road J/W East Lane;
- Ealing Road;
- Church Road/Old Church Road Gyratory;
- Craven Park Road/Old Church Road Gyratory;
- Chamberlayne Road J/W Mortimer Road;
- East Lane;
- Ealing Road/Bridgewater Road;
- Abbey Road J/W Whitby Avenue;
- Staverton Road;
- Hay Lane (carry-over of a scheme from 2008-09, agreed through LBPN).

3.10 **Education, Training & Publicity: £25,000**

Young (predominantly 16-24yr old) people - males in particular - are over represented in collision statistics relating to the use of powered two-wheelers. The Council would work in partnership with local employers, the community police, health and safety and youth group to target scooter users and delivery riders that are within the 16-24 age arrange. This will include staging events and hiring events/suppliers, production of leaflets and other promotional material, appointing a certified and approved training organisation and staffing costs (in-house) and consultancy support services. In particular, we will be focussing promoting awareness between powered two-wheeler users and HGV (drivers).

3.11 **Environment: £30,000**

Measures to improve the environment at locations where motor traffic emissions or noise is impacting on quality of life, including:

Photovoltaic Noise Barriers: £20,000

The use of photovoltaic barriers will serve a dual purpose of reducing noise and providing an energy saving which could be use for generating electricity for local or wider use. The Mayor's Ambient Noise Strategy outlines a future plan to investigate the potential for application of this and similar technology throughout

London. This programme is intended to continue the excellent work the Council has undertaken using previous TfL funding in the North Circular area, project Year 1 would be detailed scoping, feasibility and design. Year two would be physical works.

Noise Map: £10,000

The Air Quality 'WalkIt' map is an exciting development and the principle could be readily adapted for noise. Funding will be used to produce maps that would enable users to select walking routes to avoid traffic noise (and other key noise sources in Brent) and maps which could also be used by officers at Brent when planning new routes or traffic management schemes. The purpose is to conduct an assessment of the key negative health impacts, namely noise and poor air quality associated with the North Circular Road. The work should bring together recommendations for addressing two key health impacts, noise and air pollution, which were considered in previous studies in isolation.

3.12 Local Area Accessibility: £60,000

Improving accessibility for people in urban locations, with particular emphasis on vulnerable road users, hence the need to ensure tactile paving, drop kerbs, et al, is a priority under this transport programme.

- Willesden High Road, local accessibility improvements (to add to Willesden Green Walking project/proposal).

3.13 London Cycle Network: £286,000

Facilitating the use of cycles in Brent and beyond on the London-wide recognised cycle network, some of which is segregated (off-road) and a majority of which is on-road, through 'green' surfaced cycle lanes, 'advanced stop-lines' (at key junctions) and associated signage.

- Link 15, Draycott Avenue : £106,000;
- Link 19, Watford Road : £180,000.

3.14 Local Cycle Schemes/initiatives: £213,000

Local measures to improve the ease of cycling for existing users, and promotion/increased take up of cycling as a safe and viable mode of transport for new/inexperienced users, in Brent. Programme includes large programme of adult/child bespoke cycle training.

- Kilburn to Harlesden local cycle route : £30,000;
- Short stay cycle parking : £18,000;
- Long stay cycle parking : £25,000;
- Cycle training : £110,000;
- Cycling permeability schemes: £30,000.

3.15 Local Safety Schemes: £870,000

These schemes will contribute to achieving complementary objectives of reducing road danger and promoting modal shift. Schemes are prioritised via targeting locations that have experienced the highest numbers of casualties in road traffic related incidents over the previous 36 months of data prepared by the Metropolitan Police.

- Harrow Road Wembley (Phase 2 – implementation) : £300,000;
- Carlton Vale : £110,000;
- Harrow Road Sudbury : £65,000;
- Bridgwater Road : £80,000;
- Pound Lane : £100,000;
- High road Willesden : £75,000;
- Salmon Street : £70,000;
- Accident Investigation Analysis : £35,000;
- Church Lane – Lewgars Avenue : £35,000.

3.16 **20mph zones: £520,000.**

Implementation of traffic calming measures. These measures may include entry treatments, humps, cushions, road narrowings. ‘Rat-running’ is often addressed. Gateway signs with panels and road markings to advise drivers that the speed limit is 20 mph. Priorities include areas with schools and area where casualty levels may be above average looking at the previous 36 months data. The 2009-2010 programmes includes:

- Shaftesbury Avenue Area (Implementation) : £240,000[^];
- Windermere Avenue Area (Implementation) : £230,000;
- Lydford Road Area (Design & Consultation) : £25,000;
- St Mary's Road Area (Design & Consultation) : £25,000.

[^]subject to the outcome of local consultation and to be followed by discussions/approval by TfL, – this scheme may be changed to implement either the Lydford or St. Mary's Road proposal.

3.17 **School Travel Plans: £195,000**

Measures that will encourage higher levels of travelling to and from school by modes other than the private car, mainly walking, cycling and public transport. Money will be spent on ‘softer measures’, such as “WOW”, which facilitates the take up of “Walking Buses”, through to engineering measures (mainly safety related) outside or nearby to schools who have a school travel plan at an advanced stage/implemented.

- Community Safety Officers on buses : £25,000;
- “Walk on Wednesday – WOW” : £20,000;
- School Travel Plan Engineering Measures : £150,000.

3.18 **Station Access: £400,000.**

- Indicative amount for improvements to accessibility of stations. Stonebridge Park and Brondesbury stations are priorities for Brent in 2009.

3.19 **Streets for People: £900,000**

“Streets for People” aims to foster environment that is more conducive to walking and cycling in areas where cars dominate the street-scene. Brent’s project here is the Hazlemere (Kilburn) Streets for People scheme which has been developed over some time and proposes to implement community spaces, car clubs and related urban realm improvements in a very car dominated residential area on the edge of Kilburn Town Centre.

3.20 **Travel Awareness: £22,000**

- Bike Week : £14,000;
- Car Free Day : £8,000.

3.21 **Walking Schemes (W): £225,000**

Walking Scheme 1 - Willesden Green: **£200,000.**

This will make the area safer and easier to navigate for the more vulnerable people that rely on and use this hub regularly. It would also address issues for people who may currently be put off from using the run down area due to obstacles including poor provision of drop kerbs/tactile paving, trip hazards, etc... The proposed "Community Street Audit" and "PERS Audit" and analysis will inform the more detailed scheme elements associated with this

Walking Scheme 2 - Park Lane / Harrow Road: **£25,000.**

Improve crossing facility at a key junction on the route to Wembley. This would provide a pedestrian phase in place of an informal crossing arrangement at a signalled junction. Improvements would seek to create a diagonal crossing option so that crowds for the Wembley Events and Olympics can benefit from ease of movement along the route to Wembley from the southern section to the northern end. Study/design: 2009/10. Implementation: 2010/11

3.22 **Workplace Travel Plans: £20,000**

Brent Council has an officer dedicated to delivering the Council's Corporate Travel Plan and to facilitating the development of Travel Plans within organisations in within Brent. Funding would be used to further develop this important area of travel demand management in Brent, building on recent successes and lessons learned through developing the Council's own Travel Plan. Due to the generic nature of projects/initiatives such as workplace travel plans, exact details of specific projects from which Brent will benefit, are agreed in line with TfL at a meeting at the beginning of the financial year.

3.23 **Discretionary funding: £100,000**

£100k has been allocated to each borough to spend on the transport priorities of their choice. This is on a trial basis and may be used, for example, to expand an existing scheme or initiate some new transport projects. TfL have stated that Guidance on the use of these funds will be posted on the Boroughs Extranet. TfL will be paying close attention to the use of these funds and would expect boroughs to be able to demonstrate innovative use of the funding to support sustainable transport policies and plans. Successful delivery of such could lead to higher amounts of discretionary funding being awarded in future years. With this in mind, officers will afford particular attention to this tranche of funding to ensure that Brent is able to demonstrate clearly to TfL what it has delivered with the money.

3.24 Other small amounts of funding across the broad headings outlined here will come to Brent over the course of the financial year. *Park Royal Partnership* and *WestTrans* have small amounts of funding, usually for "softer" (non-infrastructure) travel planning type projects including workplace travel plans,

and travel awareness events that Brent will benefit from. Some Station Access funding may be secured through the WestTrans Partnership (subject to TfL's Station Access priorities and existing Station Access projects being delivered). Brent is lead borough for the North Orbital Rail Partnership and therefore receives £60,000 "core funding" to manage and administrate the Partnership on behalf of TfL/Partnership members. Further details on the three key Partnerships of which Brent is involved are set on the following pages.

3.25 **WestTrans.**

WestTrans is a partnership of the six West London boroughs of Ealing, Brent, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. Led by Ealing Council, and joined by the Park Royal Partnership, it works with Transport for London to identify, develop and implement transport projects to the benefit of the sub-region. It contributes advice to West London leaders relating to the development of an appropriate transport strategy for West London through liaison with the West London Strategic Transport Group. Brent takes a key role in the WestTrans and West London Strategic Transport Group meetings, and ensures that the WestTrans Annual Funding Application always includes a healthy mix of projects that would be beneficial to Brent if successful in securing funding.

3.26 WestTrans received an allocation of £1.155m from TfL's partnership allocation of £10.5m. The WestTrans funding allocation includes £218k for Freight schemes, which is over four times higher than the allocation of any of other partnership, and £200k for its Workplace Travel Planning programme (also the highest partnership allocation). TfL has demonstrated its confidence in WestTrans to deliver its Station Access Programme by providing £450k for the development and implementation of access improvement works in West London in 2009/10.

3.27 The WestTrans allocation for 2009/10 covers 20 schemes, and includes Regeneration funding for continuing street improvement works and Walking funding to continue with towpath improvement works on the Grand Union Canal and for improvements to walking links between Northwick Park and Alperton. Funding has been provided within the Environmental programme to continue with the development of the West London traffic emissions model and to undertake scoping work associated with the introduction of Electric Vehicle Charging Points. The 2009/10 allocation also includes funding for schemes within the Cycling and Travel Awareness programmes. Due to the generic nature of projects/initiatives such as an emissions model for West London, Travel Awareness programmes and workplace travel plans, exact details of which individual projects from which Brent will directly benefit, are agreed in line with the Partnership's strategic priorities and plans. This takes place at a meeting of the Partnership at the beginning of a financial year.

3.28 **Park Royal Partnership.**

Park Royal Partnership (PRP) is an urban regeneration partnership committed to the promotion and economic development of Park Royal, Europe's largest industrial area. One of London's most strategic business locations, stretching from Heathrow to Wembley, the estate is home to more than 2000 businesses and 40,000 employees. PRP contributes directly to new business creation and growth, creating and safeguarding employment and regenerating the area's property and transport infrastructure.

- 3.29 The Partnership is funded by the private sector through subscriptions from its business members and by its public sector partners, for whom it acts as a key delivery agent for regional and local public policy. The company is run by an independent board of directors drawn from the private, public and not-for-profit sectors.
- 3.30 The Park Royal Partnership Group is made up of three companies: Park Royal Partnership, Park Royal Workforce and Brent Business Venture, who work together to coordinate a range of business services. These include business growth and start-up support, networking, training and recruitment, as well as transport and environmental improvements. PRP's key objective is to continue to regenerate Park Royal by bringing together private businesses and key public sector organisations committed to supporting economic growth in the region, thus securing its position and future as London's largest and most important industrial location.
- 3.31 The Partnership has a "Transport Group" of which Brent is a key member and is always represented at Partnership meetings, along with the London Boroughs of Ealing (lead borough) and Hammersmith & Fulham. Other representatives such as Transport for London, local bus operating companies, British Waterways and London Overground (rail), attend on an ad-hoc basis. Brent takes a key role in quarterly Transport Group meetings, and inputs into a high quality Annual Funding Application which PRP submits directly to Transport for London, and includes projects which are both beneficial to Brent and the wider PRP area. Park Royal Partnership also hosts a quarterly "Smarter Travel Group" meeting, which aims to promote Travel Awareness activities throughout the Partnership area, as well as assisting in coordinating Travel Plan development in the area.
- 3.32 For the 2009-2010 financial year PRP has received £195,000. This includes the statutory (£65,000) Core Funding for which to manage and administrate the Partnership, £30,000 for Workplace Travel Plan, and £100,000 for the Scrubs Lane (Grand Union Canal) Access Ramp, under the TfL "Walking" Business Unit/funding application heading. Details of which individual projects (for example – particular workplace travel plans) which will benefit from this funding allocation are likely to be agreed in line with the Partnership's strategic priorities and plans and are usually presented and agreed at a meeting of the Partnership at the beginning of a financial year.

3.33 North Orbital Rail Partnership

The North Orbital Rail Partnership (NORP) consists of all 18 Boroughs served by the existing Silverlink Metro franchise and liaises with Transport for London to obtain the best results from investment to ensure improvement to the train services and stations. Brent is the lead borough for NORP, hence directly receives the “Core Funding” allocation from TfL, as part of its Local Implementation Plan Funding Application settlement, to manage and administrate the Partnership.

3.34 The 18 local authorities form the NORP *Steering Group* which convenes around four times a year. An *Executive Group* which includes officers from the London Boroughs of Brent, Camden, Hackney, Hammersmith & Fulham, and Waltham Forest and the SWELTRAC Partnership also convenes around five times a year.

3.35 NORP’s remit is to influence the outcome of two main strands of work which are:

- Safety, CCTV, lighting, information and related enhancements on Silverlink Metro trains and within stations;
- Route Corridor Plans—providing the optimum mix of frequency, capacity and route network.

3.36 The overarching aim of the Partnership is to encourage greater use of an enhanced group of train services on the Watford DC, West London and Gospel Oak—Barking lines. This is designed to reduce car dependency, improve the urban environment, stimulate regeneration, sustain town centres and reduce social exclusion. The Partnership also develops proposals for improving accessibility, safety, security and other improvements on the approaches to stations, in conjunction with TfL.

3.37 On behalf of all the London Boroughs that are members of NORP, the Partnership submits an Annual Funding Application as part of its own Local Implementation Plan to TfL Borough Partnerships for off-station and other schemes that are complementary to TfL’s station investment programmes. For the 2009-2010 financial year, NORP has been allocated a budget of £500,000, the bulk of which will be spent developing and implementing Station Access projects on behalf of all Partner boroughs. Details of individual projects which will benefit from this funding allocation are likely to be agreed in line with the Partnership’s strategic priorities and plans and are usually presented and agreed at a meeting of the Partnership at the beginning of a financial year.

3.38 In Summary.

The 2009-2010 Annual Local Implementation Plan (LIP) Funding Application was submitted to Transport for London by officers, following consultation with the Lead Member for Highways and Transportation, in June 2008.

- 3.39 In deciding how to allocate funding for LIP proposals, TfL take account of boroughs' ability to demonstrate achievements in meeting the criteria for individual scheme programme areas, and in the quality and ability to successfully deliver previous schemes they have requested funding for. A monitoring process also ensures that a good understanding of the transport related benefits that the transport programmes offer, and to support future funding by TfL. To this end, regular schemes progress reporting is essential and Brent always ensures that it fully complies with the requirements TfL sets as the funding body.
- 3.40 The Committee is asked to authorise the Director of Transportation to commence design, consultation and implementation of the schemes as defined in the approved programme. Subject to compliance with the Council's standing orders and financial regulations, this Committee instructs the Director of Transportation to prioritise the implementation of the programme and to deliver within the financial year 2009/10.
- 3.41 It is recommended that authorisation to consider objections to statutory consultation and implementing schemes be delegated to the Director of Transportation. Any objections to the schemes received as a result of non-statutory or statutory consultations would then be given full consideration by the Director of Transportation and reported back to members if the Directors considers it is appropriate.

4.0 FINANCIAL IMPLICATIONS

- 4.1 TfL has allocated Brent the amount of £5,300,000 (to the nearest one-hundred thousand pounds) against specific approved programmes, as agreed by TfL in a letter sent to Gareth Daniel from Alex Williams, Director of Borough Partnerships at TfL, on 20th November 2008. As described previously in this Report, further will be forthcoming through the sub-regional partnerships: *Park Royal Partnership* (PRP), *WestTrans* and the *North Orbital Rail Partnership* (NORP).
- 4.2 An exact projection of the final (total) level of funding Brent can expect to receive over the duration of the forthcoming (2009-2010) financial year capital programme is difficult to give. The main reason is that it is likely that funds allocated to Brent via the three Strategic Partnerships will increase the boroughs total programme allocation. Also, another factor which will boost Brent's overall allocation/secured funding is that we have an excellent track record of securing additional funding as the financial year progresses, as demonstrated by the table below. Officers across all sections of Transportation have forged excellent working relationships with key Transport for London personnel who often approach officers if other borough have handed funding back or are unable to forward plan/programme delivery of their allocated funds. With this in mind, we would hope to approach (or beyond) the £7m mark as the financial year came to a close. Therefore, Members are asked to note the

different between the “Original TfL (BSP/LIP) Allocation (£K)” and the “Final Net Spend (£K)” column, set out in the table below:

Financial Year	Original TfL (BSP/LIP) Allocation (£k)	*Final Net Spend (£k)	# Current allocation (£k)
2003 / 04	6,360	6,953	n/a
2004 / 05	5,129	6,527	n/a
2005 / 06	4,921	7,870	n/a
2006 / 07	5,501	7,156	n/a
2007 / 08	4,794	7,496	n/a
2008 / 09	4,535	n/a	5,846
2009 / 10	5,300**	n/a	5,300**
** As per original TfL allocation letter of 20/11/08" - but likely to be slight changes.		* Final spend includes additional funding/schemes approved by TfL after the original allocation.	# current allocation subject to change

** i.e. – not including partnership funding allocations.*

4.3 The Transportation Unit proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time can be charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no cost to the Council in implementing these schemes other than the interest costs for funding the expenditure prior to receiving reimbursement. This is not considered significant and is allowed for in the Council's central interest budget.

4.4 There is no provision for carry over and all works must be completed by 31st March 2010, otherwise the Council would be expected to complete projects from its own funds.

5.0 LEGAL IMPLICATIONS

5.1 This Committee has responsibility for scheme approval and management. It is proposed to instruct the Director of Transportation to implement the schemes and ensure delivery.

5.2 The vast majority of schemes will be undertaken using the Council's term contracts (otherwise referred to as “call-off contracts”) which are in place. Any schemes which are not covered by existing term contracts will be procured in accordance with the Council's contracts standing orders.

- 5.3. Members are requested to authorise the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following non-statutory and statutory consultation process. This means a further report need not be brought before this Committee prior to implementation if there are no substantial objections.

6.0 DIVERSITY IMPLICATIONS

- 6.1 The proposals in this report have been assessed by way of the Equalities Impact Assessment/INRA, supporting the Council's Member and TfL approved "Local Implementation Plan 2006-2011". Officers believe that there are no diversity implications arising from it. However, specific diversity implications relating to individual schemes will be identified and addressed as part of individual consultations that are carried out as part of the scheme designs and development, prior to implementation,

7.0 STAFFING IMPLICATIONS

- 7.1 The approved allocation and programme will be implemented by the Transportation Unit using existing resources. Other resources may be appointed as and when required to ensure the smooth delivery of the programme, on time.

8.0 ENVIRONMENTAL IMPLICATIONS

- 8.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Local Implementation Plan. There are no significant environmental implications arising from the funds allocated through the 2009-2010 Brent LIP Funding Applications, or the same submitted by the three strategic partnerships mentioned earlier in this report.

BACKGROUND INFORMATION

Any person wishing to inspect the above papers should contact Phil Rankmore, Acting Director of Transportation, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5127

Details of Background papers:

- Brent Local Implementation Plan Funding Application (2009-2010), June 2008;
- TfL LIP Funding Application Guidance, February 2008;
- TfL letter of notification 20th November 2008.

Richard Saunders