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Highways Committee

Tuesday, 14 December 2010 at 7.00 pm
Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members Councillors:	**Alternates** Councillors:
J Moher (Chair)	Thomas
Powney (Vice-Chair)	Crane
Beswick	John
Butt	Arnold
Jones	R Moher

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For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit **www.brent.gov.uk/committees**

The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item Page

1 Declarations of personal and prejudicial interests

Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

2 Deputations (if any)

3 Minutes of the previous meeting held on 19 October 2010 1 - 6

The minutes are attached.

4 Matters arising (if any)

5 Petitions

The following petitions have been verified by and contain names in excess of 50 registered electors.

a) Petition Requesting the Introduction of Traffic Management Measures on Lansdowne Grove

This petition submitted by local residents requests the following:-

“Remove the current speeding and “short cut” problems on Lansdowne Grove, Neasden, NW10.”

A report regarding this item appears under item 6 in the agenda.

b) Petition requesting the implementation of zone "HY" Controlled Parking Zone (CPZ) extension in the Harlesden area

This petition submitted by Councillor Long on behalf of local residents requests that:-

“We want Brent Council to take action to resolve the traffic problems in Harlesden. We want the Council to; implement the extension of zone HY. The roads affected have been consulted several times and the parking

problems will not get any better so there is no reason for further delays."

A report regarding this petition appears under item 7 in the agenda.

6 Petition Requesting the Introduction of Traffic Management Measures on Lansdowne Grove 7 - 14

This report informs members of a petition that has been received from residents requesting the introduction of traffic management measures on Lansdowne Grove to address concerns about speeding and rat running traffic following recent road safety incidents. The report outlines officer's investigations into the matter.

7 Petition requesting the implementation of zone "HY" Controlled Parking Zone (CPZ) extension in the Harlesden area 15 - 24

This report informs members of a petition that has been received from residents requesting that the Council implement an extension of Controlled Parking Zone HY. The report outlines the background and officer's responses into the matter.

8 Brent Local (Transport) Implementation Plan (LIP) 2011-2014 25 - 150

The Mayor for London is responsible for producing a transport strategy for London and for the implementation of policies and proposals to implement that strategy. All London Boroughs are legally required to prepare a Local Implementation Plan (LIP) in the form of a document setting out how the borough intends to facilitate the local delivery of the Mayor's Transport Strategy (MTS). The Mayor for London published his Transport Strategy on 10th May 2010 after extensive consultation. The MTS was developed alongside the London Plan and Economic Development Strategy. Simultaneously, a guidance document stating how Boroughs were to prepare their MTS supportive LIPs was issued by Transport for London (TfL) alongside a submission timetable. Officers have prepared a draft LIP. The draft LIP has taken account of the TfL guidance and has been informed by Brent's Corporate Strategy and local and sub-regional transport needs and priorities.

The draft LIP is shown at Appendix "A".

9 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for Wednesday, 9 February 2011 at 7.00 pm.

10 Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.

Please remember to ***SWITCH OFF*** your mobile phone during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.
- Toilets are available on the second floor.
- Catering facilities can be found on the first floor near The Paul Daisley Hall.
- A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge

LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 19 October 2010 at 7.00 pm

PRESENT: Councillor J Moher (Chair) and Councillors Butt, Crane (alternate for Powney) and Jones

Also present: Councillors Cheese, Long and McLennan

Apologies were received from: Councillor Powney and Beswick

1. **Declarations of personal and prejudicial interests**

   None.

2. **Minutes of the previous meeting held on 27 July 2010**

   RESOLVED:-

   that the minutes of the previous meeting held on 27 July 2010 be approved as an accurate record of the meeting.

3. **Matters arising (if any)**

   None.

4. **Deputations (if any)**

   None

5. **Petitions**

   The Committee noted that the following petitions containing in excess of 50 signatures had been received:-

   i) Petition requesting the relocation of a bus stop in Donnington Road, London NW10

   This petition, presented by Mrs Sion Griffiths, a local resident, stated:

   "We the undersigned residents support the petition for the re-location of the Number 6 bus stop on Donnington Road (opposite the entrance to Willesden Sports Centre and capital City Academy".

Mrs Griffiths informed the Committee about the hazardous nature of Donnington Road adding that this had resulted in a number of accidents in Donnington Road particularly at the bus stop by Capital City Academy as passing motor vehicles overtook parked buses. She requested proper risk assessment of the situation needed to be undertaken and adequate control measures put in place to address the problem.

RESOLVED:

that the contents of the petition be noted.

Further decisions regarding this petition appear under agenda item 6.

ii) South Kenton/Preston Park proposed Controlled Parking Zone (CPZ)

This petition, presented by Mr Frank Treviss, a local resident, stated:

"The proposed CPZ will cover Grasmere Avenue (Preston Road to Arnside Gardens), College Road, Woodside Place, Glendale Gardens, Longfield Avenue, Fernleigh Court, Carlton Avenue East (Preston Road to College Road), Logan Road and Warren Close.
If the proposed scheme is adopted residents who live within the proposed area will be required to pay to the Council annually, £50.00 for one car, £125.00 for 2 cars, £225.00 for three cars and/or £100 for a visitors permit. These prices are currently being reviewed which may lead to them being increased in the near future.
Those residents outside the proposed area will not be allowed to park within the proposed area unless they pay parking meter charges even with a Wembley Stadium Event Day permit. If you reside outside the area of the proposed scheme you will not be given an opportunity to oppose the scheme but can sign this petition."

Mr Treviss the lead petitioner informed the Committee that the consultation on the proposed CPZ was flawed as those who would be directly affected by its implementation were not consulted. He stated that members of the South Kenton Preston Park residents' association were totally opposed to the scheme which would prevent them from parking on Wembley Event Days. He added that they were also opposed to any revenue generating scheme.

Mr Michael Maurice speaking in favour of CPZ in the area stated that Preston Road and South Kenton were probably the only stations in North West London without some sort of parking controls. This had therefore resulted in commuter parking, displacement parking and vehicular accidents particularly in those roads close to the stations such as Carlton Avenue East. Mr Maurice added although he believed that the introduction of CPZ would address the situation, he requested that a further consultation with residents would be helpful in the circumstances.

RESOLVED:

that the contents of the petition be noted.

Further decisions regarding this petition appear under agenda item 7.

iii) Proposed Controlled Parking Zone (CPZ) in the Northwick Avenue, Rushout Avenue and Churchill Avenue areas.

This petition, presented by Mrs Shah, a local resident, stated:

"We the undersigned support the petition against the introduction of controlled parking in the Northwick Avenue, Rushout Avenue and Churchill Avenue areas".

Mrs Shah stated that despite the current parking situation in those areas, local residents were strongly opposed to the introduction of controlled parking.

RESOLVED:

that the contents of the petition be noted.

Further decisions regarding this petition appear under agenda item 7.

6. **Petition for the relocation of a bus stop on Donnington Road NW10**

This report informed members of a petition that was received from residents requesting the relocation of a bus stop on Donnington Road due to concerns about safety following a recent road traffic accident involving a student at the stop. The report outlines officer's investigations and ongoing stakeholder engagement on the matter.

The Head of Transportation set out the background to the events that gave rise to the petition following a road traffic accident. He also reported on site meetings attended by Council officers, the Head Teachers of the 3 schools in the vicinity of Donnington Road - Donnington School, Capital City Academy and Queens Park school, a Willesden Green ward member and a parent of a pupil of Capital City Academy. He continued that the general feeling of the meeting was to relocate the bus stop eastwards of the zebra crossing and that options such as installing guard-railing or moving the various entrances to direct and control users of the zebra crossing were recognised as not being practicable.

He also reported on a subsequent site meeting place attended by Council officers, TfL and the Metropolitan Police the purpose of which was to undertake a more detailed analysis of the issues associated with the current location of the bus stop and consider possible alternative locations for it on Donnington Road. He outlined the three options as set out in the report together with their implications and difficulties and added that key stakeholders including representatives of the 3 schools, ward councillors, interested local residents, the Metropolitan Police and TfL were currently being engaged on their views on the options available. He concluded that a further report would be presented to the Committee when an appropriate course (or courses) of action had been identified.

Councillor Jones ward member speaking in support of the views expressed by the petitioner added that there was an urgent need for action in view of the proximity of the Sports Centre, Capital City Academy and the local primary school to the bus stop. Councillor Jones suggested a pedestrian refuge as a way forward. Councillor

Cheese also echoed similar sentiments. Members of the Committee were also in agreement that an urgent action needed to be taken. In responding to the comments, the Head of Transportation stated that suggestions made would be considered subject to budget provisions.

RESOLVED:-

(i) that the contents of the petition be noted;

(ii) that the key stakeholder engagement that was taking place be noted and that a further report would be presented to the Committee when a proposed way forward had been determined.

7. **Progress report on 2010/11 Controlled Parking Zones programme**

The Committee gave consideration to the report that informed them of progress on the 2010/11 Controlled Parking Zones (CPZ) works programme since the last report in July 2010.

In setting the background the Head of Transportation, Tim Jackson reminded the Committee about their decision at the January meeting to delegate authority to the Head of Transportation to decide, having considered the responses to consultation, whether or not to extend the HY CPZ. He also referred to a decision by the Executive agreeing to the introduction of an emission based residents parking permit regime, with an associated charging structure, subject to the outcome of the necessary consultation, with a final decision expected to be made in late December 2010 or early January 2011. He continued that prior to the Executive Committee decision, informal (public) consultation had been undertaken into proposals to introduce or extend controlled parking in a number of areas. Details of the consultation materials used, together with a summary of the results of those consultations, were appended to the report and were as follows:

Appendix A – the extension of CPZ HY,

Appendix B – the introduction of short term pay & display parking in parts of East Lane and Sudbury Avenue,

Appendix C - the introduction of controlled parking in the Preston (Grasmere Avenue etc) area west of Preston Road,

Appendix D – the introduction of controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue,

Appendix E – the extension of GA CPZ to include Anson Road (part), Tracey, Henson and Gardiner Avenues.

Members noted that the consultations set out in the appendices were all undertaken before the Executive Committee decision on an emission based residents parking regime was made. Tim Jackson continued that had residents been made aware that the permit charging regime and charges might change, the responses to the consultations may have been different.

In recognition that a final decision on emission based charges would not be made until late December 2010 or early January 2011 he recommended the following;

that no further consultations be undertaken until a decision has been made and that in areas where the results of the recent consultation had indicated a broad support for controlled parking, residents are re-consulted after a decision has been made. In the Northwick Park area, where the recent consultation had demonstrated little support for the introduction of controlled parking, it is agreed that controlled parking should not be implemented. He concluded by saying that because the responses to the proposals in relation to part of East Lane and Sudbury Avenue would not involve residents parking bays and responses were unlikely to have been any different if repeated after a decision on emission based permits was made, he recommended that those proposals be implemented.

Councillor Long Harlesden ward member stated that the HY CPZ area was experiencing displacement parking from non residents and commuters and with little or no turning spaces the recommendation not to extend controlled parking into the area could not be justified. She added that the current parking situation was denying local residents the ability to park in front of their homes.

Mr Colum Doherty a resident from Tracey Avenue (GA CPZ) stated that the residents had not been consulted on the proposal to extend the CPZ zone. He requested the Committee not to agree to the extension on grounds of lack of consultation.

RESOLVED:-

(i) that the results of consultations into the possible introduction/extension of controlled parking in a number of areas as set out within the report be noted;

(iii) that no further work should be undertaken in relation to proposals to introduce controlled parking into the Preston area, extensions to HY and GA CPZs and those areas within the 2010/11 work programme where consultation had not yet commenced until such time as a final decision had been made on the proposed instruction of emission based residents parking permits;

(iii) that proposals in relation to the introduction of pay and display controls in part of East Lane and Sudbury Avenue be implemented, subject to the necessary statutory consultation;

(iv) that in view of the outcomes of consultation into proposals to introduce controlled parking into the Northwick Park area, controlled parking should not be implemented in that area.

8. **Any Other Urgent Business**

None raised at this meeting.

9. **Date of Next Meeting**

Tuesday 14 December 2010 at 7.00pm

The meeting closed at 7.55 pm

J MOHER
Chair

	Highways Committee 14th December 2010 **Report from the Head of Transportation**
For decision	Wards Affected: Welsh Harp
Petition Requesting the Introduction of Traffic Management Measures on Lansdowne Grove	

:

1.0 Summary

1.1 This report informs members of a petition that has been received from residents requesting the introduction of traffic management measures on Lansdowne Grove to address concerns about speeding and rat running traffic following recent road safety incidents. The report outlines officer's investigations into the matter.

2.0 Recommendations

2.1 That Committee notes the contents of the petition and the issues raised.

2.2 That Committee notes the response of officers as set out in the report.

3.0 Investigation

3.1 Lansdowne Grove is a relatively short residential street linking Dog Lane and Neasden Lane. It is within the NS Controlled Parking Zone and the Wembley Event Day Parking Zone and is part of the London Cycle Network. Southbound traffic on the North Circular Road can exit onto Dog Lane and then onto Neasden Lane.

A plan showing the Lansdowne Grove area is provided at Appendix A

3.2 A petition has been received from residents who are concerned about the speed of through traffic using the road. The full wording of the petition is included in Appendix B and includes the text:

"Remove the current speeding and "short cut" problems on Lansdowne Grove, Neasden, NW10 .

The petition suggests making Lansdowne Grove one-way (eastbound) to address the concerns.

3.3 Site visits to assess traffic conditions around Lansdowne Grove have been undertaken.

Although the site visits did not identify speeding taking place along the road they did note northbound traffic on Neasden Lane using Lansdowne Grove and Dog Lane in an attempt to avoid queuing at the Neasden Lane and Dudden Hill Lane roundabout.

Southbound traffic from the North Circular Road was also noted turning right into Lansdowne Grove to access Neasden Lane rather than remaining on Dog Lane.

3.4 Speed and volume traffic surveys were undertaken on Lansdowne Grove between the 31st October and 11th November 2010. A summary of these surveys is as follows:

	Southbound	Northbound
AM peak Hr Flow	92	23
PM Peak Hr Flow	67	164
Max bi-directional flow in any 1 Hr	222	
Average Hourly bi-directional flow between 7am &7pm	92	
Mean Speed mph	20.4	22.0
85%ile Speed mph	24.8	27.7
Average Daily flow of vehicles larger than a van	4.5	0

3.5 An analysis of accidents on Lansdowne Grove has identified that there is no evidence of any personal injury accidents (PIA) in this road in the last 3 year period. A three-year period of study is the standard nationally by which traffic engineers assess the frequency of road traffic accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other sites

4.0 Response to the Petition

4.1 Brent is committed to the continued reduction of PIAs and improvement of road safety on our roads. The Council supports the introduction of a 20mph speed limit on all residential roads throughout the borough where there is support from the community.

4.2 However, the implementation of speed reducing and road safety measures is subject to the availability of funding. That funding is chiefly provided to the Council by Transport for London (TfL) via the annual Local Implementation Plan (LIP) process. The funding is limited and when putting together the annual programme officers have to give priority to those locations with the most significant problems.

4.3 In the case of Lansdowne Grove, the petitioners' assertion that rat running is taking place has been confirmed, albeit at relatively low levels.

The survey results indicate average hourly flows of 92 vehicles (1.5 vehicles per minute) during the day. The maximum peak hour flow of 222 vehicles per hour equates to approximately 4 vehicles per minute.

The speed limit for Lansdowne Grove is 30mph. The survey results provide no evidence of speeding along the road. The surveys would indicate speeds are well below the existing 30mph speed limit – along the mean speed is marginally in excess of the (20mph) target speed for residential roads.

Although damage only accidents may have take place along the road, there is no record of Personal Injury Accidents - which is the standard criteria used for assessing and prioritising road safety issues.

4.4 The Council's LIP programme for 2011/12 has recently been approved by TfL. That programme does not contain provision for addressing the concerns of residents in Lansdowne Grove.

Based on the results of the investigation, Lansdowne Grove is unlikely to receive priority (when compared with other areas currently under review in the borough) for funding when future programmes are being compiled.

4.5 However, officers will continue to monitor the location as part of its annual LIP assessment process and should the situation change then the issue will be revisited. Similarly, if any other opportunity to address the concerns utilising other sources of funding (such as developers S106 contributions) is identified it will be taken.

4.6 It is premature to consider whether or not the petitioners' suggested method of addressing their concerns (making Lansdowne Grove one-way) would be appropriate until such time as a source of funding to address the problem has been identified. It should be noted, however, that the introduction of one-way systems generally serves to increase vehicle speeds rather than reduce them.

5.0 Financial Implications

5.1 There are no financial implications arising directly from this report, and the decisions at 2.0, at this time.

6.0 Legal Implications

6.1 None at this time

7.0 Diversity Implications

7.1 The issue of accessibility and safe use of the public highway, particularly for more vulnerable road users, like the disabled, elderly and children are key consideration in the decision making process on how to proceed with this matter.

8.0 Staffing/Accommodation Implications

8.1 None at this time.

9.0 Environmental Implications

9.1 None at this time.

Background Papers

Petition received by Democratic Services on 7 October 2010

Contact Officers

Report author – Peter Boddy (Traffic Team Leader)
Email: peter.boddy@brent.gov.uk, Telephone: 020 8937 5446

Tim Jackson,
Head of Transportation
Directorate of Neighbourhoods & Environment)
(tim.jackson@brent.gov.uk)

Appendix A:- Petition

Appendix A - Lansdowne Grove Area

Appendix B: Petition

Petition

Remove the current speeding and "short cut" problems on Lansdowne Grove, Neasden, NW10 1PL.

Suggestion: Introduce a one-way system Eastbound (towards the Station) and also introduce a 'no right turn' sign onto Lansdowne Grove from the A406. Include special permutations for emergency services should they need to travel via our street.

Petition summary and background	Lansdowne Grove is being used as a short cut by drivers in both directions endangering residents and visitors. The route cause is the traffic which turns left off the A406 onto Dog Lane and then right onto Lansdowne Grove, still moving at speeds appropriate to the A406 but excessive for these residential streets and which is forced to slow down only up on joining Neasden Lane. In the evening peak, drivers on Neasden Lane heading towards Neasden roundabout use Lansdowne Grove and then Dog Lane to circumvent the Neasden lane traffic. Naturally, those drivers so eager to gain such a minor advantage must do it at speed to make it worth while and this also endangers residential traffic, both vehicular and pedestrian. Only a year ago, a resident and his heavily pregnant wife were seriously endangered as he helped her into their car by just such a speeding driver. In April 2010, a speeding car broke the wing mirror of a resident's parked car in Lansdowne Grove. In December 2009 another resident's car on Lansdowne Grove was scraped by insecurely fastened refuse on the back of a commercial vehicle almost certainly heading towards the waste transfer station on railway land at Neasden railway junction. We appeal to the local highway authority to impose traffic restrictions. We suggest making Lansdowne Grove a one way street allowing traffic to join it only from Dog Lane with speed bumps at both the entrance to Lansdowne Grove and part way along.
Action petitioned for	**We, the undersigned and residents of Lansdowne Grove, are concerned citizens who urge our leaders to act now to find a solution to the street and introduce appropriate traffic calming measures**

	Highways Committee 14th December 2010 **Report from the Head of Transportation**
For decision	Wards Affected: Harlesden
Petition requesting the implementation of zone "HY" Controlled Parking Zone (CPZ) extension in the Harlesden area	

1.0 Summary

1.1 This report informs members of a petition that has been received from residents requesting that the Council implement an extension of Controlled Parking Zone HY. The report outlines the background and officer's responses into the matter.

2.0 Recommendations

2.1 That Committee notes the contents of the petition and the issues raised.

2.2 That Committee notes the response of Officers as set out in this report and agrees that the HY Controlled Parking Zone should not be further extended at this time.

2.3 That Committee agrees that the main petitioner should be informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 Background

3.1 A petition has been received by the Council from residents of Harlesden requesting that the Council implement an extension of the HY Controlled Parking Zone (CPZ). The petition is reported here in accordance with Standing Orders and reads;

"*We want Brent Council to take action to resolve the traffic problems in Harlesden. We want the Council to; implement the extension of zone HY. The*

roads affected have been consulted several times and the parking problems will not get any better so there is no reason for further delays."

3.2 HY controlled parking zone (CPZ) has been operational since December 2008 in Cobbold Road, Church Road, Ilex Road, Eric Road, Preston Gardens, Franklyn Road, Yewfield Road and parts of Roundwood Road. It operates from 8.30am – 6.30pm, Monday to Friday.

3.3 In December 2009 the Zone was extended to include roads to the south of the original zone. The extended area covered Norfolk Road, Glynfield Road, Tunley Road, Conley Road, Essex Road, St. Thomas's Road, Fawcett Road and Fortunegate Road.

3.4 In January/February 2010, in response to a number of complaints received regarding parking displacement into the uncontrolled surrounding streets, the Council consulted on extending the zone further.

3.5 At the 19th January 2010 Highways Committee meeting, whilst the consultation was in progress, the Committee delegated authority to make a decision on the possible extension of HY CPZ to the Head of Transportation.

3.6 The outcome of the public consultation (February 2010) was inconclusive. The overall response rate was 21%.

Although a high proportion of respondents indicated they experienced parking problems, overall less than half of the respondents (46%) supported the introduction of a CPZ.

Additionally, the street by street analysis demonstrated an inconsistent level of support, for the introduction of parking controls, across the area.

The results of the consultation showed that respondents from Ambleside Road, Brownlow Road, Curzon Crescent, Inman Road, Northcote Road, Oldfield Road, Marian Way and Roundwood Road (part between Ambleside Road and Longstone Avenue) wanted the CPZ to be extended to their streets. These roads are shown in Green on the map attached Appendix B.

When introducing or extending CPZs the Council needs to be mindful of the likely effect of any displaced parking and the resources available to address that displaced parking.

When undertaking an analysis of the consultation undertaken in February 2010 officers were unable to identify a discrete area of streets where a CPZ could be introduced with a consensus of support.

3.7 Accordingly, in April 2010 the Head of Transportation agreed to the principle of introducing controlled parking in seven roads (those where support for a CPZ had been identified) subject to further consultation with those roads (Roundwood Road (part between Franklyn Road and Ambleside Road), Outgate Road, Hawkshead Road, Leopold Road, Redfern Road, Goodson

Road, Suffolk Road, West Ella Road, Church Road (South side only)) where the consultation had indicated a lack of support. The roads to be re-consulted are shown in Red on the map attached at Appendix B.

It was reasoned that the introduction of controlled parking only into the seven roads would inevitably cause displacement and so residents in the surrounding roads should be given a further opportunity to express a view before any extension was progressed.

3.5 That further consultation was undertaken in June/July 2010. The results were also inconclusive and are shown at Appendix C. The results were reported to the Committee at the meeting on 19th October 2010.

The overall response rate was about 16% - which was lower than that of the previous consultation.

The street by street analysis indicates that a majority of respondents from two streets (Outgate Road and Redfern Road) support the introduction of controlled parking. The majority of respondents in the other seven roads did not support the proposals - even if controlled parking was to be introduced in adjacent streets.

3.6 When combining the results of the two rounds of consultations, the responses from a total of nine streets indicate support for the proposals. These are; Ambleside Road, Brownlow Road, Curzon Crescent, Inman Road, Northcote Road, Oldfield Road, Marian Way, Outgate Road and Redfern Road.

However the results do not yet show a discrete geographical area of streets where a CPZ could be introduced with a consensus of support.

Officers are aware that parking problems exist throughout the area and that in a number of streets parking difficulties cause severe difficulties for residents.

However it appears that, having been consulted on a number of occasions, there is no consensus of support for the introduction of controlled parking in a discrete area that would make sense operationally and would not cause displacement problems elsewhere.

It appears that, in a number of streets, a significant number of residents would rather live with existing parking difficulties than have those problems addressed through the extension of the HY Controlled Parking Zone

Notwithstanding the above, the Members will recall that the results of the latest HY extension consultation were reported, along with the results of a number of other CPZ consultations, to the Highways Committee at the 19th October 2010 meeting.

The results were reported in the context of the decision made by the Executive Committee on 11th August 2010 to introduce an emission based residents

parking permit regime, with an associated charging structure, subject to the outcome of the necessary consultation.

At the 19th October meeting the Committee were advised that the responses to the HY extension consultation (and other consultations) would not have been informed by the Executive's decision to introduce the new regime of charges (subject to the outcomes of the necessary consultation). Members were advised that it was reasonable to assume that, had residents been aware that the permit charging regime and charges might change, the responses may have been different.

Accordingly, Committee agreed "that no further work should be undertaken in relation to proposals the introduce controlled parking into....extensions HY CPZ until such time as a final decision has been made on the introduction of emission based residents parking permits".

4.0 Response to the Petition

4.1 Officers continue to receive complaints from residents across the area who are disappointed by decisions which have resulted in the continued absence of parking controls in roads tin which they live. It is clear that the absence of controls causes significant problems to a number of residents in a number of roads within the area. Those concerns are highlighted by the petition.

4.2 Prior to the Committee's decision on 19th October priority has been given to finding a solution to the problem of parking in the HY CPZ extension area. Resources were allocated by the Committees' decisions to include the area in the Council's CPZ work programme over the 09/10 and 10/11 financial years. That provided the resources which has enabled the various consultation exercises described above to take place.

It is regrettable that the various consultation exercises have failed to identify a discrete area within the area consulted where a CPZ extension could be introduced with local support. Nevertheless it is the Council's general policy only to introduce controlled parking in roads where there is support for controls and in a way that would not cause significant problems elsewhere in the future.

When making the decision not to introduce controlled parking in a number of areas until a decision on the emission based regime and charges had been made the Highways Committee were mindful of the situation in the HY CPZ extension area in which the petitioners reside. The Committee's decision was also informed by an analysis of the latest HY CPZ extension consultation results.

Officers appreciate the difficulties facing the petitioners and their desire to see problems addressed at the earliest opportunity.

However officers are of the view that to progress the implementation of the HY extension would not be appropriate until such time that a consensus of support across a discrete area that makes operational sense has been identified.

Furthermore, officers are also of the view that to progress implementation of the HY extension, on the basis of consultation responses that were made in the absence of knowledge about the possible introduction of major changes to the charging regime and range of charges, would put the Council at significant risk of a (successful) legal challenge at the statutory (Traffic Order) stage.

Accordingly, officers recommend that no further work is undertaken to extend HY CPZ at this time and that the most recent round of consultation is repeated in early 2011, so as to inform a subsequent decision on the possible extension, once a decision on the introduction of emission based charges has been made.

5.0 Financial Implications

5.1 There are no financial implications arising directly from this report, and the decisions at 2.0, at this time.

6.0 Legal Implications

6.1 None at this time

7.0 Diversity Implications

7.1 No significant implications

8.0 Staffing/Accommodation Implications

8.1 None at this time.

9.0 Environmental Implications

9.1 None at this time.

Background Papers

Petition received by Democratic Services on 7 October 2010

Contact Officers

Hossein Amirhosseini, Team Leader - Parking Design. Tel: 020 8937 5124
Tim Jackson, Head of Transportation. Tel: 020 8937 5151

Harlesden Labour Action Team

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cllr.janice.long@brent.gov.uk

Cllr Lincoln Beswick Cllr Helga Gladbaum Cllr Janice Long

Peter Goss
Democratic Services
Town Hall

Date: 15/11/2010

Dear Peter

Re: Petition on Residents Parking problems in Harlesden Zone HY

Enclosed is a petition for the implementation of a CPZ in Harlesden.
We want Brent Council to take action to resolve the traffic problems in Harlesden. We want the Council to: implement the extension of zone HY. The roads affected have been consulted several times and the parking problems will not get any better so there is no reason for further delays.

I have verified the signatures against the Electoral Register and there are over 50 valid petitioners.

I would like to have the petition taken at the Highways meeting on 14th December. At the moment I will be speaking to the petition but a local resident may speak at the meeti9ng.

Can you confirm that the 50 signature limit has been reached and the petition will be taken at the next Highways meeting.

Yours sincerely

Janice Long

Cllr Janice Long
Harlesden Ward (Labour)

Securing Harlesden's future Labour

P&P by J Long on behalf of Brent Central Labour Party at Pavitt Hall, Union Road, Wembley, HA0 4AU

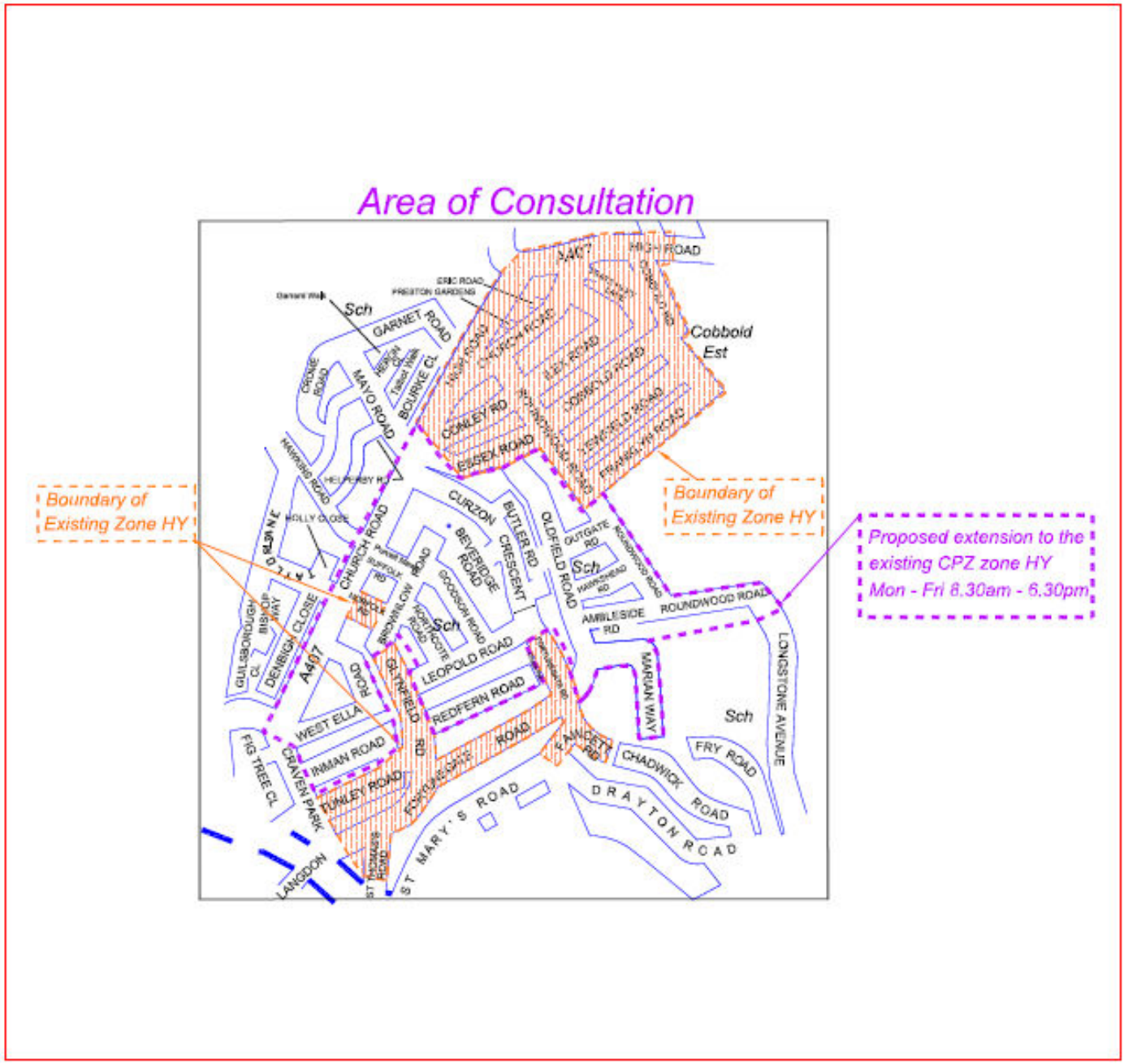
PETITION TO GET ACTION ON HARLESDEN RESIDENT'S PARKING PROBLEMS

We want Brent Council to take action to resolve the traffic problems in Harlesden. We want the Council to: implement the extension of zone HY. The roads affected have been consulted several times and the parking problems will not get any better so there is no reason for further delays.

CLAB	NAME	SIGNATURE	ADDRESS	POSTCODE	PHONE
1259	M.A. JAFFERALI	M.A. Jafferali	49 Inman RD	NW10 9JU	02089614408
	K. CHRIFA-MAHOUI		18 Inman Rd	NW10 9JU	07739352000
1280	V. GREIA PAINE		18 Inman Road	NW10 9JT	07738516721
1949	Olusola Ogui		16 Inman Road	NW10 9JT	
1257	Charles Fajemi		10A Inman Rd	NW10 9JT	

Promoted and printed by Janice Long at Pavitt Hall, Union Road, Wembley, Middx, HA0 4OU
The local Labour Party or it's representative may contact you. If you would prefer not to be contacted please write to Janice Long at the above address.

APPENDIX B


Area of Consultation
Boundary of Existing Zone HY
Boundary of Existing Zone HY
Proposed extension to the existing CPZ zone HY
Mon - Fri 8.30am - 6.30pm
A406
HIGH ROAD
Cobbold Est
GARNET ROAD
MAYO ROAD
BOURKE CL
CHURCH ROAD
OAKLEY RD
ESSEX ROAD
CORNWALL ROAD
FRANKLIN ROAD
CURZON
BUTLER RD
OLDFIELD ROAD
BEVERIDGE ROAD
GOODSON ROAD
CHURCH ROAD
HOLLY CLOSE
DENBIGH CLOSE
GUILSBOROUGH CL
BISHOP WAY
A407
WEST ELLA
IRWIN ROAD
TURKEY ROAD
FIG TREE CL
CRAVEN PARK
LANGDON
ST MARY'S ROAD
LEOPOLD ROAD
REDFERN ROAD
GLYNFIELD RD
ROAD
AMBLESIDE RD
ROUNDWOOD ROAD
MARIAN WAY
CHADWICK ROAD
FRY ROAD
LONGSTONE AVENUE
DRAYTON ROAD
Sch

APPENDIX C

Response analysis

Road	% response	Q1 yes	Q1 no	Q1 % yes	Q2 yes	Q2 no	Q2 % yes	Q3 yes	Q3 no	Q3 % yes
Church Road	15.4	9	12	43	8	12	40	8	11	42
Goodson Road	28.6	4	8	33	3	9	25	3	9	25
Hawkshead Road	0	0	0	0	0	0	0	0	0	0
Leopold Road	18.8	7	9	44	4	9	44	7	9	44
Outgate Road	16.7	2	0	100	2	0	100	2	0	100
Redfern Road	20.6	14	6	70	9	9	50	11	8	58
Roundwood Road	13.7	6	8	42	3	12	20	3	12	20
Suffolk Road	0	0	0	0	0	0	0	0	0	0
West Ella Road	10.9	1	9	10	2	8	20	3	7	30
Totals	15.97%	43	52	45%	34	59	37%	37	56	40%

Q1 – Do you have parking problems in your street?
Q2 – Are you in favour of being included in the extended HY CPZ?
Q3 – If controlled parking was introduced in surrounding streets (where an in principle decision to introduce controlled parking) would you be in favour?

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	Highways Committee **14th December 2010** **Report from the Head of Transportation**
For Action	Wards Affected: ALL

Brent Local (Transport) Implementation Plan (LIP) 2011-2014

1.0 SUMMARY

1.1 The Mayor for London is responsible for producing a transport strategy for London and for the implementation of policies and proposals to implement that strategy.

1.2 All London Boroughs are legally required to prepare a Local Implementation Plan (LIP) in the form of a document setting out how the borough intends to facilitate the local delivery of the Mayor's Transport Strategy (MTS).

1.3 The Mayor for London published his Transport Strategy on 10th May 2010 after extensive consultation. The MTS was developed alongside the London Plan and Economic Development Strategy. Simultaneously, a guidance document stating how Boroughs were to prepare their MTS supportive LIPs was issued by Transport for London (TfL) alongside a submission timetable.

1.4 Officers have prepared a draft LIP. The draft LIP has taken account of the TfL guidance and has been informed by Brent's Corporate Strategy and local and sub-regional transport needs and priorities.

1.5 The draft LIP is shown at Appendix "A". This report sets out the background and content of the LIP and seeks Committee approval to submit the draft LIP to TfL (in accordance with their timetable and requirements) and to commence the necessary consultation on the LIP.

1.6 This report explains that, after consultation and any necessary amendments; the final LIP document will be presented to Committee for approval, prior to submission to TfL, at a later date.

1.7 Once approved by TfL/The Mayor, the LIP (which is a second LIP) will become a statutory document supporting Brent's transport improvements, interventions and priorities.

2.0 RECOMMENDATIONS

2.1 That the Committee notes the requirement to prepare and submit a draft Local Implementation Plan and an accompanying Strategic Environmental Assessment, to Transport for London by the 20th December 2010.

2.2 That the Committee approves the submission of the draft LIP as set out in Appendix "A", together with the associated Strategic Environment Assessment, to Transport for London

2.3 That the Committee approves the draft LIP as set out in Appendix "A", together with the associated Strategic Environment Assessment, for the purpose of consultation with residents and other stakeholders.

3.0 DETAIL

3.1 The legislative framework of the GLA Act 1999 (as amended) requires the Mayor for London to publish a transport strategy for London. The (second) Mayor's Transport Strategy (MTS) was published in May 2010 after extensive consultation. It is the principal policy tool through which the Mayor exercises his responsibilities for the planning, management and development of transport in London. It supports the London Plan and his Economic Development Strategy.

3.2 The same legal framework requires all London Boroughs to develop and produce, for the Mayor's approval, a Local Implementation Plan (LIP) in the form of a document setting out how the borough intends to facilitate the local delivery of the MTS. A LIP should set out proposals for facilitating the delivery of the MTS and emerging Sub-Regional Transport Plans at a local level. The LIP must include a timetable for delivery and a date by which all the proposals will be implemented. It should provide robust justification based on local circumstances where proposed borough interventions will contribute to outcomes which are contrary to the MTS goals or explain why MTS goals are not applicable

3.3 TfL published LIP (production) Guidance at the same time as the MTS. The guidance was developed by TfL in partnership with London Councils as part of a strategy to reduce the prescriptive and overly onerous regime that developed around production of the first LIPs.

The TfL LIP Guidance Document suggests that a LIP document should consist of 3 main sections as summarised below. Officers have developed the draft LIP shown in Appendix "A" in accordance with that guidance

LIP Section 1: ***Borough Transport Objectives:***

This Section sets the geographical context of the borough and presents evidence based objectives that set the context for the rest of the document. Boroughs must identify how they intend to work towards the Mayor's 6 MTS goals of:

- Supporting economic development and population growth;

- Enhancing quality of life for all Londoners;
- Improving safety and security of all Londoners;
- Improving transport opportunities for all Londoners;
- Reducing transport's contribution to climate change, and improving its resilience.
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

This section presents the local context and geographical characteristics of the Borough, identifies how the borough will work towards achieving the 6 MTS goals. It must identify a set of locally specific LIP objectives which reflect Mayoral, sub-regional and local priorities, links to a Strategic Environmental Assessment (SEA), the boroughs equalities duty and the Network Management Duty (NMD) and take account of the commitments in TfL's Business Plan and Investment Programme. This section provides the opportunity for Boroughs to define its wider Corporate priorities and set out it's local transport needs and aspirations. The section provides the context for, and determine, the following two LIP requirements.

3.4 **LIP Section 2:** ***Delivery Plan 2011-14:***

This Section comprises a fundable programme of "interventions" (schemes or initiatives), which cover 'Corridors, Neighbourhoods and Supporting Measures (Smarter Travel), principal road highways maintenance and Major Schemes. In accordance with the guidance, this section also identifies how interventions will deliver the Mayor's higher profile outputs of:

- Cycle superhighway schemes;
- Cycle parking;
- Electric vehicle charging points;
- Better Streets;
- Cleaner local authority streets;
- Street trees.

3.5 This section is consistent with the three year indicative LIP funding allocation (2011-2014) that TfL provided subsequent to the 2010 Central Spending Review. The delivery plan provides the high-level programme of investment by year for 2011/12, 12/13 and 13/14 and by category across the main fundable LIP categories, identifying them separately. The delivery plan identifies where project funding will be sourced. The delivery plan identifies which of the MTS goals and outcomes each programme 'category' supports and identifies how delivery of the Mayor's high-profile outputs will be supported at the borough level.

3.6 The delivery plan contains a section on "Major Schemes" funding which contains details of the Council's current major scheme, it's borough 'priority', how it will be funded, when the major scheme "application" is expected and how the proposed scheme would contribute to LIP objectives and targets including the impact on relevant targets and trajectories

3.7 **LIP Section 3:** ***Performance Monitoring Plan:***

For this section, the guidance is that boroughs must identify and agree with TfL appropriate targets in various areas. It is suggested that boroughs may also choose to adopt other targets. The Performance Monitoring Plan requires boroughs to agree locally specific targets with annual milestones or trajectories for mode share, bus service reliability, asset condition, road traffic causalities and CO2 emissions.

3.8 The Guidance states that interim targets should be set for 2013/14 with longer-term targets identified for a future end date when the impact of sustained investment will have had a chance to take effect (e.g. 2020/2021). All boroughs are required to include a completed version of a pro-forma to provide details of each target set, including the base year and baseline data. Boroughs must set trajectories, with annual milestones, for each of the agreed mandatory targets. Present each in the form of a simple graph

TfL have identified the following statutory indicators:

- Mode share;
- Bus reliability;
- Asset condition;
- Road traffic casualties;
- C02 emissions.

3.9 The Guidance states that Boroughs must demonstrate a clear link between Objectives, Delivery Plan and the Proposed Targets. Each target should have supporting evidence that it is both ambitious and realistic, given indicative funding levels, identifies key actions needed to achieve the target and identifies the principals risks to target achievement and how these will be managed. The LIP must present how the borough proposed to keep progress against targets under review and address areas of over or under performance. Section 3 in the draft LIP is consistent with the guidance.

3.10 Boroughs are <u>not</u> required to provide a detailed response to each of the Mayor's policies and proposals. Additionally TfL does not require separate mode or policy-specific strategies and plans to be submitted - where boroughs have these they should simply be referenced. Ultimately, the (second) LIP documents are intended to be both shorter and more concise than those produced for the first round in 2005.

Officers have developed the draft LIP set out in Appendix “A” in accordance with TfLs guidance. The draft has been informed by the Council’s Corporate Strategy and wider priorities as well as local transport needs and aspirations.

As a result, officers are confident that it is likely to gain the Mayor’s approval when eventually submitted. This will enable the Council to meet its legal obligations at the same time as enabling it to maximise opportunities for inward investment in Brent’s infrastructure from TfL and others.

3.11 The LIP process has a consultation requirement linked to it. This requires Councils to consult with the relevant Commissioner of Police for the Metropolis, TfL, organisations that represent disabled people and other (relevant) London boroughs and any other person required by the Mayor.

Subject to Committees approval, officers will commence consultation on the LIP. In addition to the prescribed consultation, officers will visit the Council's Area Consultative Forums and discuss the plan with residents on an informal basis. Arrangements will also be made to publish and publicise the draft LIP and capture responses to the draft.

Similarly, subject to the Committees approval, the draft LIP will be submitted to TfL by 20th December 2010, for their comment and in accordance with their prescribed LIP timetable.

All consultation responses will be captured and will inform any amendments to the final draft LIP that will presented to the Committee in early 2011 with a view to submitting the Councils final LIP to TfL for the Mayor's approval in April 2011.

There is a need to provide evidence that all statutory consultees have been consulted during the LIP preparation and formal statutory consultation period and demonstrate how their views have been taken into account, highlighting additional organisations or groups that have been consulted. Arrangements are in place to comply with that requirement.

4.0 FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from this report and the recommendations set out in 2.0.

However there is a direct relationship between the content of the (final & approved) LIP and the fixed block of capital funding from Transport for London (TfL) on an annual basis made available through section 159 of the GLA Act.

4.2 The funding is allocated to key themes/groups of projects including Corridors & Neighbourhoods and Smarter Travel. Annual funding is also received for (principal road) highways and structural (bridges) maintenance. A fund for 'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1million

The amount of funding allocated to each borough is determined through a funding 'formula' that uses a number of metrics to establish 'need' on a consistent basis across all 33 London boroughs. The funding is provided to boroughs to deliver schemes that address key Mayoral objectives which reflect local priorities.

4.3 TfL advised boroughs of their settlement on 4th November 2010. Following the Spending Review 2010 (SR10) the overall support available to boroughs through the LIP process has been reduced to reflect the new profile of the "General Grant" TfL receives from DfT. This equates to an overall London-wide reduction in LIP funding (on that which was previously envisaged) of £4.0m (-3%) in 2011/12, £8m (-5%**)** in 2012/13 and £18m (-12%**)** in 2013/14.

The overall implications are as follows:

- There is a (London-wide) LIP Capital Funding decrease of £4m (-3%) for 11/12, £8m (-5%) for 12/13 and £18m (-12%) for 13/14 on pre-CSR allocations (of £150m pa for 3 years)
- However, for Principal Road Maintenance – there is no decrease (c£15m pa London- wide)
- Bridges – re-profiled to avoid 2012 (Olympics) and reduced
- Major Schemes – slightly lower increase than envisaged
- Discretionary funding – no change

The notified settlement for Brent is summarised below. This represents an 11% decrease in funding for 2011/12, 14% decrease for 2012/2013 and 23% decrease for 2013/14 (using the 2010/11 settlement as a base-line).

4.4 In accordance with normal arrangements, the Council's proposed programme of LIP funded schemes and initiatives were submitted to TfL for approval earlier this year. Now that the final allocation for 2011/12 has been advised officers will need to review the 2011/12 programme to identify reductions of c£120k in Corridors/Neighbourhoods and Smarter Travel, so as to adjust the programme to the revised allocation.

The review will also need to encompass the 12/13 and 13/14 programme – particularly since schemes span financial years. That analysis will need to be completed by the end of December 2010 in order that the programme can be presented to Committee for approval in early 2011.

Table 1. Brent Summary*

Funding type	**10/11 allocation (£k)**	**Pre-CSR allocation 11/12 (£k)**	**Post-CSR allocation 11/12 (£k)**	**12/13 (£k)**	**13/14 (£k)**
Principal Road Maintenance	622	740^	591	600 (est.)	600 (est.)
Corridors	1574	1820			
Neighbourhoods	1148	640			
Smarter Travel	406	368			
Sub-total		2828	2711	2600	2229
Discretionary	100	100	100	100	100
Total	**3850**	**3668**	**3402**	**3300**	**2929**
Reduction on 10/11	-	5%	11%	14%	23%
Reduction on previous year			11%	3%	11%
Reduction on anticipated			7%^ (inflated by 11/12 overbid on maintenance)		

**Excludes Bridges & Major (formerly ABS) Schemes*

Major Schemes: The Major Schemes programme supports larger projects (of more than £1m in value) which meet the principles of the Mayor's *Better Streets* agenda. Funding is awarded through a competitive bidding process. Following SR10 it is proposed to support a slightly smaller increase in funding in 2012/13 and 2013/14 than was previously announced (to £26m in 2011/12 and then £27m in the following two years). This will enable all the current committed Major Schemes to be progressed, together with support for a limited number of new schemes. Officers are working to secure funding for Harlesden Town Centre from this fund. There is, however, no certainty attached to securing the funding.

Borough 'discretionary' budget: Since 2009/10, £100k/borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act. The discretionary budget has proved very popular with the London boroughs and it is proposed to retain the discretionary funding at the current level.

4.5 The draft LIP that is presented for approval here has been informed by TfL's Business Plan and the LIP allocation process. The draft LIP sets a framework against which

inward investment for transport in Brent by TfL and partners can be maximised. Although there is no reason to doubt that the allocation(s) set out in recent communications from TfL will be forthcoming, approval of the draft LIP for consultation and submission to TfL will not commit the Council to investment from it's own resources if that TfL investment does not materialise.

5.0 LEGAL IMPLICATIONS

5.1 As with the previous MTS, the Greater London Authority Act 1999 places a statutory requirement on each London Borough to produce a second LIP demonstrating how the authority will implement the policies, strategies and programmes necessary to achieve the objectives of the MTS. Consideration must also be given to objectives set out in other Mayoral Strategies throughout the development of their LIP documents.

5.2 Brent Council, in common with all London Boroughs, is also required to undertake a Strategic Environmental Assessment (SEA) of the LIP under European Directive 2001/42/EC (implemented in England, via the Environmental Assessment of Plans and Programmes Regulations 2004, SI 2004 No.1633). Brent Council have appointed Transportation Planning (International) Ltd. to undertake the SEA on their behalf. Further details are presented in Section 8 - "Environmental Implications".

5.3 The word 'required' is used in the (May 2010) Transport for London LIP Guidance Document to indicate the minimum level of information that the Mayor considers necessary to allow him to judge whether a particular submitted LIP meets the requirements of the GLA Act 1999 in terms of content (s 145), consistency with the MTS (s 146(3)) and implementation following approval (s 151). This is done to provide clarity as to what is needed, and to save boroughs unnecessary time and expense in the LIP approval and monitoring process. These are matters where the Mayor might be minded to make a direction under s 153(1)(a) of the Act if the information concerned is not to be forthcoming, although no such formal direction(s) is actually made in the Guidance Document.

5.4 Section 143(1). Under s163(3) of the GLA Act 1999, the Mayor cannot approve a LIP unless he considers that:

- It is consistent with the MTS;
- The proposals contained in the LIP are adequate for the purposes of the implementation of the MTS;
- The timetable for implementing the proposals (e.g. the three-year Programme of Investment) and the end date by which the proposals are implemented are adequate.

The Mayor has extensive powers to prepare the LIP if an authority fails to prepare one that is, in his opinion, 'adequate' (s147).

6.0 DIVERSITY IMPLICATIONS

6.1 The submission of the final LIP will be accompanied by an Impact Needs Requirement Assessment (INRA). INRA provides the basic information required to identify equality implications as part of the development of a new plan. Unlike an Equalities Impact Assessment (which looks at only the impact of *changes* in policy or practice) an INRA an initial collection of information to look at the impact of *current* policy (i.e. the *existing* LIP); and an assessment of needs and requirements associated with the Plan which

then facilititates developments to any policies or objectives that carry adverse equalities implications.

6.2 However, equalities considerations are central to the work of officers in transportation and as part of the development of the draft LIP, officers believe that there are no diversity implications arising from the objectives contained within the Plan. Also, 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 and as part of the Delivery Plan (as detailed Section 2) of this Report.

6.3 The Race Equality Scheme (RES)

As a public body Brent Council has an obligation to ensure it complies with the Race Equality Scheme (RES) as one of the Council's statutory duties. Guidance from the Commission for Racial Equality states that public bodies should assess the impact on the general duty to promote race equality of any *new* policies as well as any changes to existing policies.

The Scheme must state the public authority's arrangements for:

- assessing and consulting on the likely impact of its proposed policies on the promotion of race equality;
- monitoring its policies for any adverse impact on the promotion of race equality
- publishing the results of such assessments and consultation
- ensuring public access to information and services which it provides; and
- training staff in connection with the duties imposed by the Race Relations Act and the Order.

Officers will ensure that Brent's Corporate Race Equalities Scheme / Equal Opportunities Policy is fully embraced as part of the development of the draft and final Local Implementation Plan process.

7.0 STAFFING IMPLICATIONS

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

8.0 ENVIRONMENTAL IMPLICATIONS

8.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment (LIP) linked to the Council's existing statutory LIP. There are no negative environmental implications of note arising from the funds allocated through the 2010-2011 Brent LIP funding application/settlement.

8.2 Brent Council, in common with all London Boroughs, is required to undertake a Strategic Environmental Assessment (SEA) of the LIP under European Directive 2001/42/EC (implemented in England, via the Environmental Assessment of Plans and Programmes Regulations 2004, SI 2004 No.1633). The Council has appointed a specialist consultant to undertake the SEAf.

8.3 The overall purpose of SEA is to ensure that the environment is given appropriate consideration when developing the LIP by identifying, assessing and mitigating any significant environmental effects arising from the plans and programmes of the LIP.

The SEA is not intended to cover all environmental impacts or issues, nor is it intended to be a replacement for the various Council reports that publish data, targets and monitoring information. In addition, the SEA process and Environment Report are not designed to carry out an Environmental Impact Assessment of individual proposals or programmes. It is a strategic assessment of the significant impacts of the LIP as a whole.

8.4 The SEA is however, intended to be an iterative process, developed in tandem with the LIP document, and designed to ensure that the environmental impacts are taken into account at the earliest stages of the plan development. The SEA process is conducted in five discrete stages as shown in Table 1.1.

Table 1.1 – Five Stages of the 'SEA' Process

SEA Stage	Description
STAGE 1	• Set the scope and context for the SEA, establish the environmental baseline from existing information, identify problems and decide objectives
STAGE 2	• Develop policy alternatives • Produce an SEA Scoping Report and undertake initial consultation with environmental bodies
STAGE 3	• Assess the effects of the LIP-2 on the environment and identify and assess potential mitigation options • Production of the Environment Report
STAGE 4	• Main consultation on the draft LIP-2 and Environment Report • Produce Environmental Statement (post consultation)
STAGE 5	• Determine indicators and monitor the significant impacts of implementing the plan on the environment

The SEA Process

8.5 The SEA process eventually culminates in the production of a final Environmental Report. A draft of this report, which identifies, describes and evaluates the likely significant environmental impacts of implementing the LIP, accompanies the draft LIP-2 document through the public consultation stage. Before this can be completed however, a Scoping Report summarising the findings of Stages 1 and 2 must be provided to statutory environmental bodies to allow opportunity for comments on the scope and level of detail of the SEA to that stage.

8.6 The Scoping Report details the environmental baseline and problems, identifies significant impacts, considers alternative LIP strategies and describes how the significant impacts of the LIP will be assessed. The primary objectives of a Scoping Report are:

- To set the objectives for the SEA;
- To establish an environmental baseline for the study area;
- To identify the significant environmental impacts of the LIP-2 for further consideration in the Environmental Report;
- To summarise the findings of the SEA, through Stages 1 and 2;
- To summarise the main tasks for the remaining stages of the SEA; and
- To provide an opportunity for consultation with key environmental stakeholders

Consultation on the scoping report

8.7 Consultation is integral to the LIP and hence the SEA process. At this earlier stage, it is a statutory requirement that Brent Council consult with the Environment Agency, English Nature, Countryside Agency and English Heritage on the Scoping Report. Other local stakeholders will be consulted and will have the chance to feed back when the Environmental Report is made available alongside the draft LIP for the purposes of wider consultation, early in 2011. The purpose of consultation at this earlier stage is to ensure that key environmental authorities agree on:

- The scope of the SEA in terms of area and time;
- The key issues and level of detail to be covered in the Environmental Report;
- An outline of the approach to assess each issue
- Strategic alternatives that are to be discussed further;
- The role of mitigation;
- The levels of risk and uncertainty; and
- Involvement of stakeholders.

8.8 The Statutory Consultees have a five week period to respond to the SEA scoping report from 8th November 2010 and responses to the SEA Scoping Report are due by Monday 13th December 2010. A verbal summary of any significant issues arising from responses received from statutory consultees will provided at the meeting.

APPENDICES

Appendix "A" – Draft (Brent) Local Implementation Plan 2011/12 to 2013/14.

BACKGROUND INFORMATION

The (London) Mayor's Transport Strategy (May 2010).
TfL LIP (production) Guidance (May 2010).
TfL letter setting out Brent's LIP allocation – (4th November 2010).

CONTACTS

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adrian.pigott@brent.gov.uk

Any person wishing to inspect the above papers should contact Tim Jackson, Head of Transportation, Transportation Service, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, tim.jackson@brent.gov.uk or telephone: 020 8937 5151.

Brent Council, Draft Local Implementation Plan 2011–2014

December 2010

www.brent.gov.uk

Contents

Foreword by Councillor Jim Moher, lead member for Transportation

All London Boroughs are legally required to prepare a Transport Plan (Local Implementation Plan or 'LIP') in the form of a document setting out how they intend to implement the Mayor of London's Transport Strategy in their particular borough. This document forms Brent Council's (draft) second Local Implementation Plan and is referred to throughout as 'LIP' or 'Plan'.

The Mayor of London, Boris Johnson, published the Mayor's Transport Strategy (MTS) on **Monday 10 May 2010**. Simultaneously, a guidance document stipulating how boroughs were to prepare their MTS supportive LIPs, was issued. Transport for London (TfL) require boroughs to submit their draft LIPs by **Monday 20 December 2010.**

Brent's second Local Implementation Plan, once approved by the Mayor's office, will become a statutory document. It is prepared as a requirement of Section 145 of the Greater London Act 1999. The Plan presents how Brent Council intends to facilitate the delivery of the Mayor's overarching Goals, Challenges and anticipated Outcomes – and other locally and sub-regionally important objectives - contained within the **Mayor's Transport Strategy**[1] (MTS) document.

Brent's first LIP covered the period 2006/07 to 2010/11. This new LIP attempts to address longer-term aspirations, particularly those featuring in the revised (May 2010) MTS. However, the key period supported by tangible delivery proposals is 2011/12 – 2013/14. Whilst the Plan sets out the boroughs position on longer-term aspirations presented in the MTS, the reader is asked to note that the three year programme of investment forms the central plank of this document and the fact that longer-term proposals have less certainty as to the availability of future funding with which to deliver them.

I wholeheartedly endorse and support this visionary document and I hope you find it as fascinating to read as both myself and Cllr James Powney, lead member for the Environment have. We will be following the delivery of the document with both great interest our full support!

Signed

Cllr Jim Moher,

Lead Member for Transportation, Brent Council.

Photograph, Cllr Moher.

[1] To see a full copy of the Mayor's Final (May 2010) Transport Strategy, go to the internet and cut/paste or type: **http://www.london.gov.uk/publication/mayors-transport-strategy**

Section 1: Introduction

Welcome to Brent's Second Implementation Plan. This document consists of three main sections:

Section 2: Borough Transport Objectives

Section one follows a short resume of progress over the course of LIP 1 (2006-2011). It begins with presenting the geographical context of the borough and set out evidence based objectives which look towards 2031, the period covered by MTS2. We have to identify how we will work towards the MTS goals of:

- Supporting economic development and population growth;
- Enhancing quality of life for all Londoners;
- Improving safety and security of all Londoners;
- Improving transport opportunities for all Londoners;
- Reducing transport's contribution to climate change, and improving its resilience.

This section present other key considerations strongly linked to the Borough's transport issues and aspirations, including the need to drive forward regeneration and make a noticeable difference to people's lives across the borough.

Section 3: Delivery Plan 2011-14

Section 2 of this document comprises a costed and fundable programme of "interventions", which will include the new LIP areas of 'Corridors and Neighbourhoods', 'Smarter Travel' and 'Maintenance'. The Council is required to identify how interventions will deliver the Mayor's higher profile outputs of:

- Cycle superhighway schemes;
- Cycle parking;
- Electric vehicle charging points;
- Better Streets;
- Cleaner local authority streets;
- Street trees.

The programme for 2011-12 had to be submitted in advance of the main (draft) LIP document been prepared, in October 2010.

Section 4: Performance Monitoring Plan

TfL have identified the following statutory indicators:

- **Mode share;**
- **Bus reliability;**
- **Asset condition;**
- **Road traffic casualties;**
- **C02 emissions.**

All London boroughs are requested to identify and agree with TfL appropriate targets in these areas and it is suggested that boroughs may choose to adopt other targets. Brent will consider this, subject to the availability and appropriateness of the available data-sets for the borough.

Improving the urban realm in Willesden Green. This is an artist's sketch of the junction near Willesden library. A large amount of road-space was reallocated to footways as part of this Walking and Accessibility intervention which spans LIP-1 and LIP-2.

Consultation.

The consultation and community engagement approach to LIP-2 is underpinned by officers attending the Council's Area Consultative Forums on a regular basis. This has included the Summer and Autumn Area Consultative Forums and representation will be made at the Winter (January 2011) Area Forums.

Statutory Consultees are the Greater London Authority, Transport for London, the Brent Disability Forum, the Metropolitan Police and Brent's seven neighbouring boroughs, as follows:

- London borough of Barnet;
- London borough of Camden;
- London borough of Ealing;
- London borough of Hammersmith & Fulham;
- London borough of Harrow;
- Royal Borough of Kensington & Chelsea;
- London borough Westminster.

The key 'non-statutory' consultees were identified as the West London Alliance and Brent Cyclist (part of the London Cycle Campaign – LCC).

Copies of the draft LIP will be deposited in the Council's Town Hall, 'One-Stop' outlets and borough libraries, as well as published on the council's website at: http://www.Brent.gov.uk/transportation.nsf/ along with a feature article in the February 2011 Brent Magazine. A final report will be taken to the Council's Highways Committee in February or March 2011 - prior submission of the Final Draft to TfL/the GLA - in April 2011.

European Directives require a Strategic Environmental Assessment to be provided with the LIP and in line with good practice, a thorough Equalities Impact Assessment (E.I.A) was prepared. Care was taken to ensure that this document met the requirements of the Disability Discrimination Act 2005 and the Network Management Act 2004.

Demonstrable progress throughout LIP 1, 2006-2011.

A number of lessons were learned throughout and following the production of the first Local Implementation Plan (LIP-1). The feedback was that it was an unwieldy document, largely but not wholly due to the guidance document it sought to comply with. Superfluous charts, tables and technical appendices meant that the length/size of LIP-1 meant that not many people beyond Council offices read or referenced it, rather defeating the object of a useful borough-based, locally supportive transport plan. This was a shared view across London boroughs/London Councils.

Transport for London recognised this and encouraged London Borough officers attending events during 2009 and 2010 so they had a better understanding of TfL's desire to see a LIP that is locally relevant and useful, as well as something of genuine interest to pick up and read. Therefore, the intention here has been to produce a document that fulfils this aspiration. We genuinely hope that the content and the way the text and supporting illustrations are presented, appeals to everybody. Officers and Councillors at Brent Council always welcome your feedback!

Before the document begins, I would like to touch on the fantastic progress the borough made over the lifetime of the previous Local Implementation Plan which was prepared way back in 2004-2005 and has a lifespan from 2006-2011.

In 2008 the Council won a Transport for London **'Contribution to Sustainable Transport'** award - and further recognition for having the highest number of 'live' workplace travel plans in the borough.

"Grand Union Bridge", an award winning initiative introduced over the course of Brent's first Local Implementation Plan

To reflect the changes made to the Mayor's Transport Strategy and Transport for London's amendments to the Local Implementation Plan process and arrangements, a radical overhaul of structural arrangements in Brent's Highways Authority took place over the duration of LIP-1. Change driven by an aspiration and desire to maintain our position at the forefront of the most progressive transport policy, design and implementation initiatives in the Capital and of course, more lately, to reflect the economic parameters within which all organisations now have to face up to.

By creating a unique and visionary 'Policy & Design' section, the Council set out to ensure that changes in policy at a local, sub-regional and indeed, national level, are reviewed and embraced with greater haste and that the evidence appears on-street. Timely too, because the Council met target of achieving this before the Mayor's (May 2010) Transport Strategy was launched. This is bearing fruit already. Our 'new way of working' has further bolstered the confidence of

teams to embrace key challenges such as imminent preparation of our 2nd Local Implementation Plan which will support the new Mayoral requirements in 2010.

This success has been recognised internally and externally. Brent's Transportation Service continued its accreditation to the OHSAS 18001 Health and Safety standard, and (the only London Borough Transport service to meet this standard), as well as ISO9001 Quality management and ISO14001 Environmental Management Systems. The Transportation Service won the award for best Management Systems at the 2009 London Excellence Awards for its "most robust set of unified systems, processes and management information – providing unified organisational management and strong results", achieving 2009 strategic objectives 1, 2 and 5.

At the London Transport Awards, the service won the 'Most Improved Transport Borough' in recognition the Service's continued improvement in road casualty reduction (where 2010 targets have already been achieved), sustainable transport promotion and facilitation and for the innovative Wembley Stadium Parking Scheme and was also runner up for 'Transport Borough of the Year'. The service was also highly commended at the LT awards for its work on injury inequality targeting road safety education to ethnic minorities in the borough through non-verbal media. For 2010, the service has been by short-listing in 3 categories at the 2010 London Transport Awards (results to be announced).

No less prestigious but at a local level, the Service received an award amongst the 2009 Brent Awards for collaborative working with the Kensal Triangle Residents Association on major improvements to the Harrow Road/Wakeman Road junction – demonstrating the Services commitment to the Customer First agenda. At the same award ceremony the service received the "promoting diversity, equality and social inclusion" award. This was for an innovative road safety awareness project to tackle the disproportionately high risk of traffic injuries amongst children from minority ethnic backgrounds and demonstrated the Service's commitment to the addressing inequality within Brent.

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News

Success for council team as their work is marked by three awards

Transport triumph!

Public transport in the borough was recently crowned the most improved in London over the last year - one of three awards scooped by the council. Brent Council's Transportation Service won the accolade at the London Transport Awards last month, after a raft of measures which have seen a massive drop in road deaths and injuries and better sustainable travel. Reporter WILL DAVIES studies the secrets of their success

In the mood for celebration, above and below: The Brent Council transportation team at Wembley's White Horse Bridge with, kneeling in front, Phil Rankmore, head of major projects, *left*, and Adrian Pigott, principal transport planner.

THE jubilant staff in Brent Council's Transportation Service are getting used to picking up trophies.

As well as their triumph at the London Transport Awards, they also won two awards in 2008.

One was for improving transport infrastructure and services to Wembley Stadium and the other for being the London borough with the most workplace travel plans aimed at encouraging greener travel for

that Brent Council remains on track to achieve its targets and also demonstrates the professionalism of the officers and the service involved in helping make Brent cleaner, greener and safer."

Brent Council was praised for carrying out one of the biggest consultations of its kind for its Protective Parking Scheme for Wembley Stadium event days.

The awards also recognise ongoing work and campaigns for new investment and

Phil Rankmore, head of Major Projects at Brent Council's transportation service said: "We've had clear targets of focusing on accident prevention and making travel more sustainable and we've made huge progress.

"Everyone in the team has worked really hard and now is a good time to recognise and appreciate everyone's efforts. But we can't afford to be complacent.

The Council's transportation successes received positive coverage in the local press as well as in national transportation journals.

2009 also saw the Transportation Service winning a prestigious Guardian "London Excellence" award for the quality of internal management systems. This in itself is worth more explanation, and forms a key piece of evidence supporting efforts to be recognised as a strong contender for 'Borough of the Year' across the course of the delivery of LIP-2 in the next three years.

The London Excellence Award reinforced the fact that as a Highways Authority, the Council has robust set of integrated systems and processes affording unified organisational management which is very important to ensure the consistent delivery of high quality projects that the people who live, work within and visit Brent, have come to expect.

Progress on the improving the Service's quality assured systems and processes was confirmed by the results of internal audits of (i) preparedness for Brent's introduction of the London Permit Scheme and (ii) performance management arrangements for delivery of the TfL funded (LIP) works programme. Both audits confirmed high levels of assurance.

Lead Borough Status for a key strategic partnership.

Over the course of LIP-1, Brent has been the lead borough for "NORP", the North Orbital Rail Partnership. NORP expires in March 2011 with changes in TfL partnership funding, having been in existence since 2005 prior to the takeover by TfL of the former Silverlink Metro operations, completed in November 2007.

NORP has served as a link between the local authorities (16 London boroughs and Herts. CC, as the route network extends to Watford); the franchisee that operates the network, LOROL (London Overground Rail Operations Ltd.); and TfL Rail , which exists to oversee the London Overground, trams, the DLR and TfL's relationships with the national train operators.

The end of NORP precedes the expected completion of the upgrades of the North and West London Lines and stations by two months (in May 2011), including an entire fleet of new trains. The final piece of the jigsaw will be the East London line extension (the 'New South London Line') to Clapham Junction from New Cross, creating an 'Outer Circle Line' referred to as 'OrbiRail', in 2012 in time for the Olympics. Brent will have four stations on OrbiRail: Willesden Junction, Kensal Rise, Brondesbury Park and Brondesbury.

Willesden Junction has seen extensive work to accommodate longer trains and improve security, connectivity (e.g. a new staircase between the two levels) and ambience. It is already step-free between street and platform levels.

The following four themes further summarise our LIP-1 achievements, particularly reflecting our achievements across the final 2-3 years of the document:

1) A ***safer*** borough for the most vulnerable road users;
2) Successful ***placemaking***;
3) Excellence in ***community engagement***;
4) A ***sustainable*** borough.

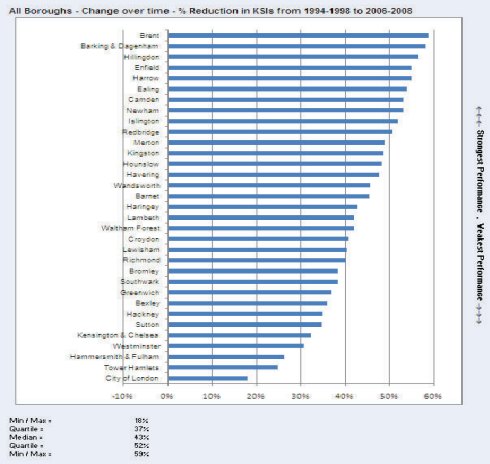
*1) A **safer** borough for the most vulnerable users - Brent – London's **top performing** borough.*

Creating safer streets in Brent is our utmost priority and we are proud to have achieved **more than any other London borough** on this front.

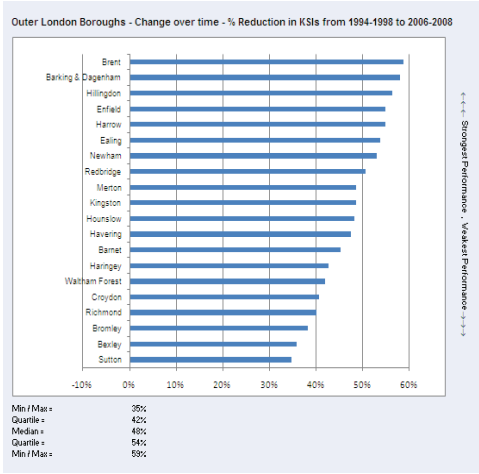
Over the last two years we have continued to implement our Road Danger Reduction policy 'on-street'. This approach formed the cornerstone of Brent's first (2006-2011) Local Implementation Plan and Brent's founding membership is documented here at www.rdrf.org/pubset.htm. We were one of only a small handful of organisations as founder members of the RDRF. Transport planners ensured the policies were in place to underpin the change. Traffic engineers embraced the policy and encapsulated it in their designs, tighter junction radii, and narrower carriageways.

So in hindsight was this a wise move? A summer 2010 independent report by Atkins commissioned by Transport for London says it all. This demonstrates the significant, long-term strides Brent has made in reducing casualties on the boroughs roads and leads the way in the Capital in protecting the most vulnerable road users in the borough.

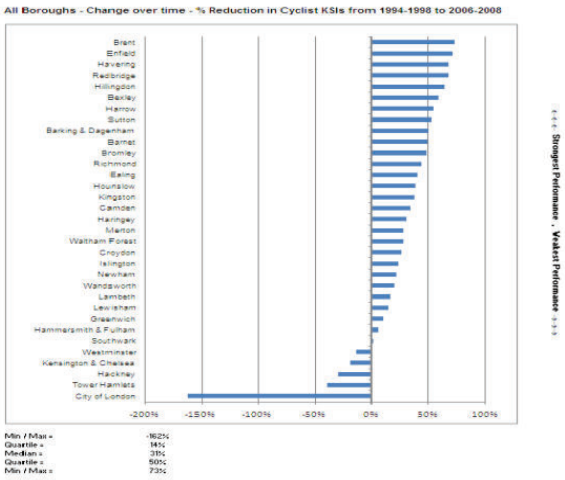
*Brent - 1st place. A **59%** reduction in the number of people killed or seriously injured on the boroughs road (progress compared here with **all** other London Boroughs):*



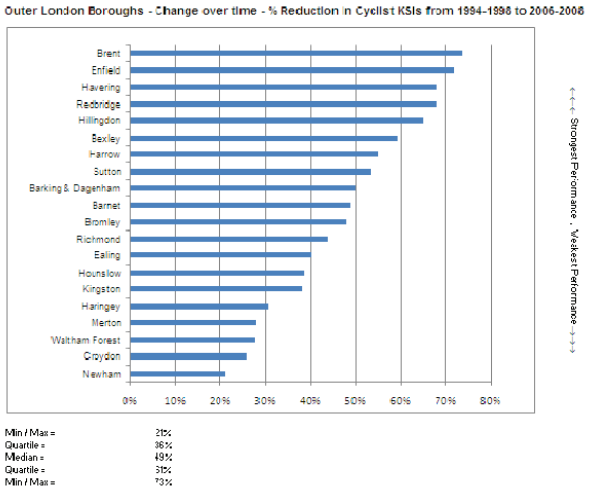
*Brent - 1st place. Overall KSI's – (Progress compared here with **outer**-London Boroughs):*

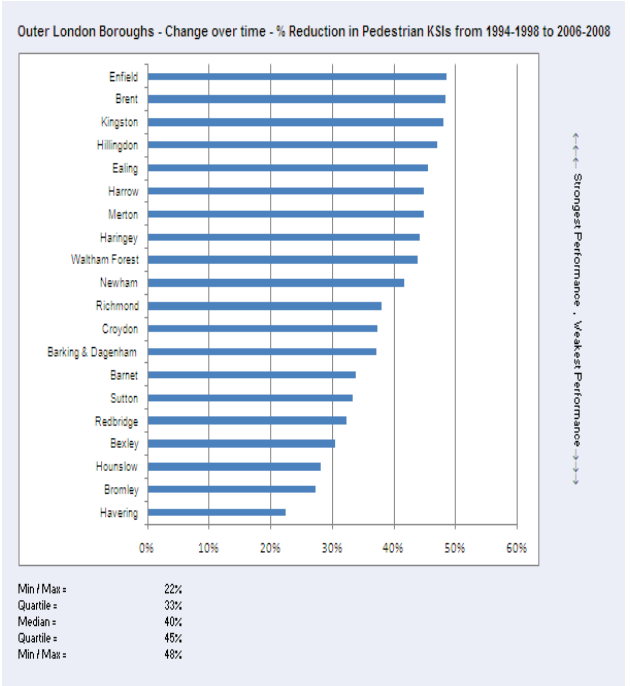


*Brent - 1st place. A **73%** reduction in the number of cyclists killed or seriously injured whilst cycling in Brent (progress compared here with **all** London Boroughs):*



*Brent - 1st place. Cyclist KSIs (progress compared here with **outer**-London boroughs):*

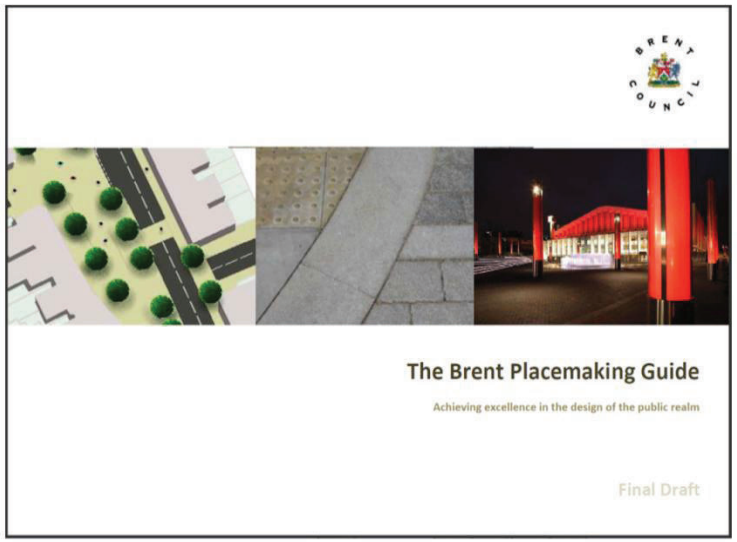




*Brent - a (very) close second! A **48%** reduction in the number of pedestrians killed or seriously in Brent (progress compared here with **all** London boroughs) placed us just behind Enfield, below:*

2) *Delivering a true **sense of place** - the Brent **Placemaking Guide***

2010 has seen the completion of the “Brent Placemaking Guide” which will ensure that the very latest thinking in good practice such as *Manual for Streets Two* is engrained in design principles across the Council. Please see: **www.tiny.cc/dap4t**. The development team responsible for this new document has ensured this will be a 'working document' that officers will refer to in their daily work. It is set to be endorsed by the Council's Executive Committee in January 2011. The document will sit alongside Brent's forthcoming Local Implementation Plan to ensure the weight afforded in the Mayor's Transport Strategy translates to tangible improvements at street level.



To be endorsed by the Council’s Executive Committee in 201, the Brent Placemaking Guide

Shared surface, Kilburn 'Streets for People'

The Guide is about delivering excellence in Brent’s public realm through good urban design. It is about making Brent a successful place. It aims to achieve a safe, attractive, accessible and inclusive environment by setting out public realm policy and design guidelines and specifications for materials, street furniture and the layout of streets and spaces that fall within the control of the Council. It endeavours to deliver a base level of high quality and stylistically consistent public realm throughout the borough.

But the proof is always in the pudding so how has this translated on-street? We think very well indeed. This has been very much a "working draft", and it's development has run alongside Brent's pioneering and widely acclaimed "Streets for People" initiative, built on London's first (non-new build) residential travel plan - the Kilburn Streets for People project. As well as wholesale improvements to the urban realm with using robust and attractive materials, including shared surfaces, we’ve implemented the following:

- **10** new car club bays;
- **166** new trees planted;
- **26** cycle stands installed;
- **27** “white light” emitting lamp columns installed;
- **5%** of parking spaces in the area removed.

Public Art at Brent River Park.

*3) Excellence in **Community Engagement** in Brent **-** pioneering a shift in thinking.*

When it came to discussing how we could engage with the public of Harlesden town centre with a view to improving the local urban realm, we had to think outside of the box. Urban Design Skills Ltd have worked as far afield as the United States and China. They stood out as being an organisation with unique ideas and able to facilitate a strong partnership between the Council and locals.

People quickly embraced the concept and took strong ownership of their *Town Team*. The Team is formed of local residents, businesses, Council officers, members, Transport for London and Urban Design Skills.

Indeed, the Town Team has fostered a sense of ‘togetherness’ and integrated all sections of the community to form a single voice. The team has worked hard to define a route map for transforming Harlesden into the world-class town centre and neighbourhood that local people know it can become, and they have developed the “Harlesden Town Charter”.

The *Charter* is a strong, united, community-led vision for change that brings together the views of one of the most ethnically diverse communities in London. The Charter is built on five pillars, 'quality of place', 'cultural activities', 'safety and health', 'image and perception', and finally yet most importantly - 'making it happen'. This small, well produced - handbook sized – document can be seen at **www.tiny.cc/dap4t**

Community engagement in a Harlesden Town Team weekend *Design Charrette.*

This is a truly genuine and innovative approach that Transport for London and other boroughs are taking a very close interest in. With television star Louis Theroux supporting as the local town team champion, officers are now working hard to secure the funding necessary to facilitate delivery from 2012 onwards.

Pioneering public engagement work in London - the 2010 Harlesden Town Charter paves the way for Brent's LIP-2 "Major Scheme Application" - the wholesale renewal of Harlesden Town Centre.

We believe this is a unique piece of community engagement and officers are very proud of how things have worked out. We're very proud to have been featured in positive articles in both the London Evening Standard and The Times national newspaper in autumn 2010. Harlesden Town Centre is so important to us that it is our sole proposed "Major Schemes" for LIP-2 and will require in the region of £4million pounds of inward investment.

4) *A **sustainable** borough.*

Why should some people who choose to drive more polluting vehicles pay the same amount for a resident's parking permit as the driver of a less polluting one? A long held policy aspiration of officers in Brent was to introduce higher charges for parking permits linked to vehicles producing larger amounts of carbon dioxide. This was a manifesto pledge of Brent's new Administration and officers were well placed to provide support for the bold decision. The full report which can be seen at **www.tinyurl.com/3yn8598** (item 10). As this entry is being drafted, a consultation with residents on this proposal is currently underway, see **www.Brent.gov.uk/parkingpermits**. It is envisaged that the proposal could become effective from 1st April 2011.

An advert that featured in the November 2010 "Brent Magazine", a Publication distributed to every household in the borough.

This is as much about 'carrots' as it is about 'sticks'. We are optimistic that the incentives on offer will result in people looking upon the proposal favourably. A 'permit surrender scheme' comprises part of the proposal to incentivise environmentally responsible behaviour. A resident who chooses to return an existing resident's parking permit and agrees not to purchase another for a period of two years would be granted a voucher to the value of **£200** towards the cost of a bicycle, an 'Oyster' (public transport) travel-card, or to join and use a local Car Club. Positive coverage of the policy has been made in the Daily Telegraph national newspaper.

Drivers of higher polluting vehicles could pay more for a residents parking permit than those of less polluting ones, over the course of LIP-2. Officers found a majority of residents agreed with the rationale of the proposal, whilst touring the boroughs Area Consultative Forums in Autumn 2010

Car clubs have expanded rapidly in Brent since 2008. As of October 2010, we now have **3247** individual car club members signed up and actively using car clubs in Brent, an amazing achievement to say we only began implementing car clubs four years ago! Brent's largest of three operators, Streetcar, have experienced rocketing growth of **35%** in Brent since the start of 2010. Officers are in regular contact with operators, and actively encourage their growth in the borough. We are expanding the borough's car club programme from **53** to **65** car clubs this year.

We now have **209** approved and monitored workplace travel plans in the borough, **181** secured through the development control process and a further **28** voluntary travel plans. Our cycle training contractors have delivered **115** individual one-to-one cycle training lessons to members of **81** individual families since April 2010. As part of the agreement with Brent's key Cycle Training Provider, over **100 cycles** were repaired as part of this service.

2010 saw us becoming a "Biking Borough" which has laid strong foundations for the future of cycling in Brent. Our recent (2011-12) TfL Funding Application holds the largest single allocation for softer measures the borough has ever made. In addition to infrastructure improvements as part of regular neighbourhoods and corridors work, we have ring-fenced over £100,000 for interventions that include working in partnership with Sustrans to progress a "*Bike-it"* project in the borough in the next financial year.

Beginning with a trial in 2008/09, Brent's "School Bus Escort Service" went from strength to strength in 2010. The initiative involves placing Police Community Support Officers on buses. It also involves enhanced discussions in pastoral education at participating schools as to the importance of representing the school in a positive manner on public transport. Three new schools - St Gregory's Secondary School, Queens Park Community School (QPCS) and Crest Academy, are taking part in 2010/11. The initiative is built through a strong partnership with the schools and Brent's transportation and community safety services, with interest from the local police (safer neighbourhoods and safer transport teams).

In addition to the schools mentioned above, the service has also recently commenced at Wembley High School. As with the above schools, Wembley High had issues relating to anti-social behaviour, specifically on the Route-18 bus. Wembley High is located in the midst of several other secondary schools who are also reliant on the same bus services and stops adjoining the school. This brings with it issues relating to passenger congestion, overcrowding and a large number of students attempting to board the bus at the same time. As in the case of the other participating schools, a large number of complaints were made regarding

the behaviour of students using and waiting for buses at the end of the school day.

The project has yielded fantastic results. Local police Safer Neighbourhoods and Safer Transport teams attached to the localities of each of the schools have reported that complaints from residents and transport users have reduced significantly. Indeed, the level of major incidents – such as robberies or criminal damage – reported to the police or by bus drivers has reduced by **60%** (supporting data available) at the participating schools in the last 6 months.

As a result of assured project management arrangements, the Service ensured that Brent, one of 18 of the 33 London boroughs that opted to introduce the London Permit scheme for network management, was one of the few Boroughs that successfully introduced the scheme in January 2010. This scheme will improve the management of road works to reduce congestion and should see the Council better recover costs arising from managing utility company activity.

As part of the Service's commitment to improved Highways Asset Management an improved management system (Symology) has been procured. This will enable efficiency improvements to be realised in 2010/11 as a result of improved routine inspection through the use of tablet PCs, performance information, and also provide a more an assured approach to management of the highways asset.

Finally, the North Orbital Rail Partnership (NORP) has been successfully led by Brent Council since 2005 and shortly comes to an end. Under Brent's leadership, NORP has successfully overseen the delivery of a raft of station improvements on this key orbital London Overground line. In the last 12 months, the completion of station access schemes at Stonebridge Park, Acton Central and Gospel Oak have delivered huge benefits to pedestrians, cyclists and vulnerable people alike, further enhancing the attractiveness of the line and overall user experience. Other locations to benefit from NORP funding are Crouch Hill and West Hampstead, where the latter will see major connectivity improvements between the three stations in the area and noticeable streetscape improvements. NORP has been a resounding success under Brent's stewardship, and a celebration will take place in March 2011 to acknowledge the Partnership's fantastic achievements.

Significantly, all of the above achievements have been achieved against a background of whole Service re-organisation and a new organisational structure, with a new leadership team, became operational in July 2009.

A number of awards were won over the course of Brent's first Local Implementation Plan and we hope to repeat that feat during the lifetime of LIP-2

Section 2: Borough Transport Objectives

T[2]he London Borough of Brent, highlighted by the arrow on the graphic below in relation to Greater London.

Brent - Some facts and figures*:

Population: 255,500;

Households:108,035;

Local Political Control: Labour;

Members of Parliament: 3 (2 x Lab, 1 x Lib Dem).

* Source - London Councils.

2. Borough Transport Objectives

This objective of this section is to:

- **Set out the local context and geographical characteristics of the borough, including the relationship between the transport network and key issues such as land development, housing renewal and deprivation;**
- **Identify how the Mayor's Transport Strategy (MTS) goals, challenges and outcomes will be achieved at a borough level – based on evidence of local and sub-regional problems, challenges and opportunities;**
- **Identify a set of locally-specific LIP objectives which reflect Mayoral, sub-regional and local priorities - the Brent "Ten Point Plan" for improving transport in the borough;**
- **The final draft of this document will present how the LIP objectives have been informed by an Equalities Impact Assessment (EQIA) and the borough's Disability Equality Duty and Network Management Plan[3] / Duty, and the Strategic Environmental Assessment[4] (SEA); and take account commitment outlined in Transport for London's Business Plan and Investment Programme.**

[3] To view Brent's Network Management Plan, see www.Brent.gov.uk/xxxxxxxxxxxxxxxxxxxxxxx

[4] See Appendix X in this document for a resume of Strategic Environmental Assessment.

Welcome to Brent!

Our vision is to make Brent a thriving, vibrant place, where our diverse community lives in an environment that is safe, sustainable and well maintained. All our services will enable local people to fulfil their potential and improve their quality of life. Public resources will be used creatively and wisely to produce lasting benefits for our residents and the borough. Our commitment to reducing poverty, redressing inequality and preventing exclusion will be at the heart of all our actions.

One borough

Creating a sustainable built environment that drives economic regeneration and reduces poverty, inequality and exclusion.

One community

Providing excellent public services which enable people to achieve their full potential, promote community cohesion, and improve our quality of life.

One council

Improving services for residents by working with our partners to deliver local priorities more effectively and achieve greater value for money from public resources.

Geography

Brent covers an area of 4,325 hectares - almost 17 square miles, between inner and outer North West London. It extends from Burnt Oak, Kenton and Kingsbury in the North, to Harlesden, Queen's Park and Kilburn in the South. The North Circular Road divides the less densely populated northern part of the borough from the south. Brent is bordered by the London Borough of Barnet to the east, Harrow to the north and Ealing to the west. It has small boundaries with the inner London boroughs of Hammersmith and Fulham, Kensington and Chelsea, Westminster and

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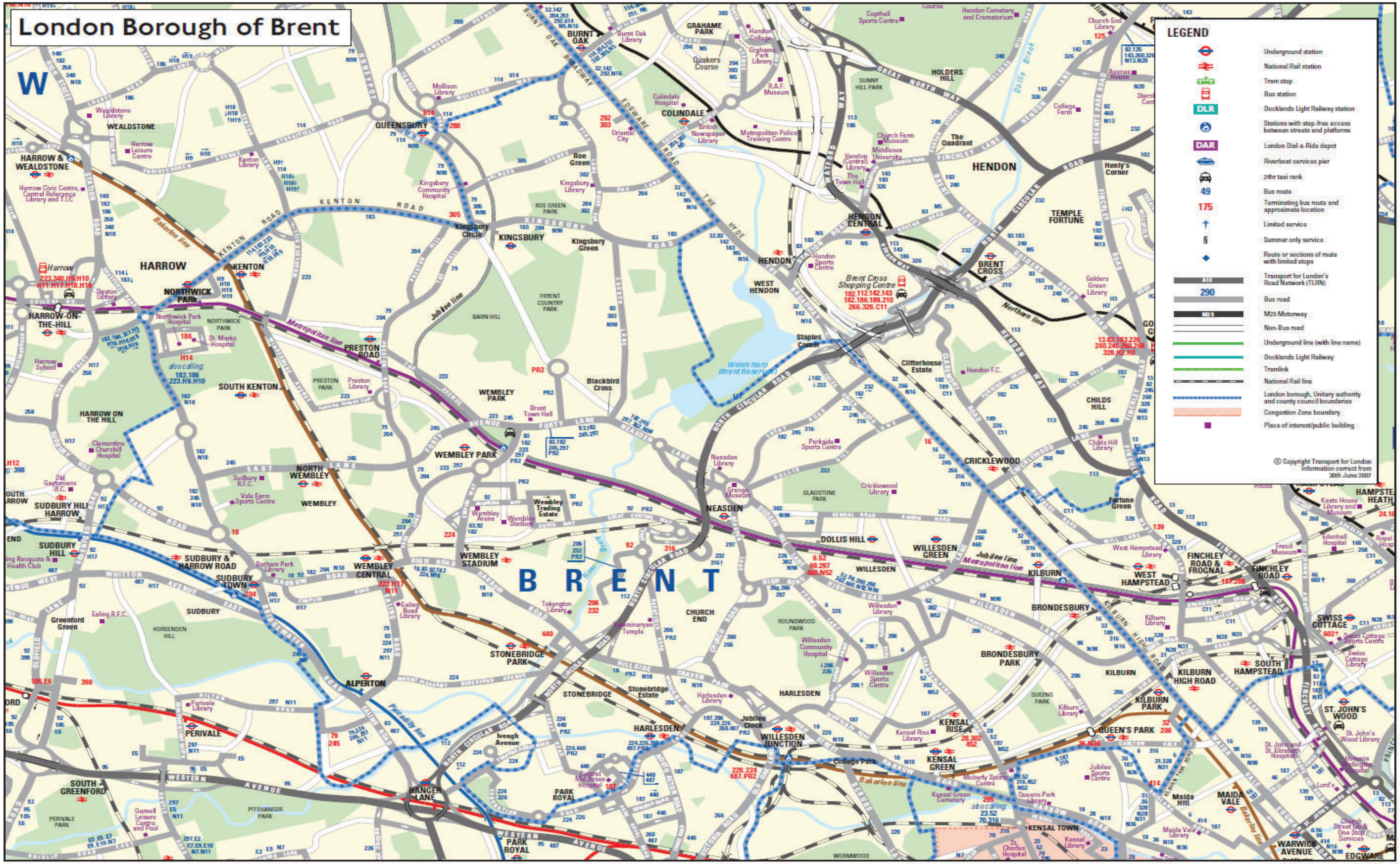


London Borough of Brent
BRENT
LEGEND
Underground station
National Rail station
Tram stop
Bus station
Docklands Light Railway station
Stations with step-free access between streets and platforms
London Dial-a-Ride depot
Riverboat services pier
24hr taxi rank
Bus route
Terminating bus route and approximate location
Limited service
Summer only service
Route or sections of route with limited stops
Transport for London's Road Network (TLRN)
Bus road
M25 Motorway
Non-Bus road
Underground line (with line name)
Docklands Light Railway
Tramlink
National Rail line
London borough, Unitary authority and county council boundaries
Congestion Zone boundary
Place of interest/public building
© Copyright Transport for London Information correct from 30th June 2007

Camden in the south. The metropolitan centres of Harrow and Ealing, together with Brent Cross regional shopping centre (all of which are outside of the borough) currently meet many of the shopping and leisure demands of a large number of Brent residents. Brent, shaded here in dark yellow, in relation to Greater London:

Local Context.

Population and ethnic composition.

Overall, Brent's population is relatively young with almost a quarter of its residents aged 19 years or under. The 2001 Census recorded a residential population of **263,454**, whilst the GLA has recently estimated that Brent's population had increased to **278,500** in 2006 (Mid Year Estimates). However, the Council's own study, undertaken in 2007 by Professor Mayhew, concluded that Brent's actual population figure was at "least **289,100**."

Black and Ethnic Minorities collectively constitute the majority of Brent's population at 55%. Over 120 languages are spoken in Brent and the Borough has been officially recognised as the '*most ethnically diverse local authority area in the country*'. Nearly 8% of its population are classified as refugees or asylum seekers, and in 2007 Brent had the second highest number of new National Insurance registrations in the country at 15,600.

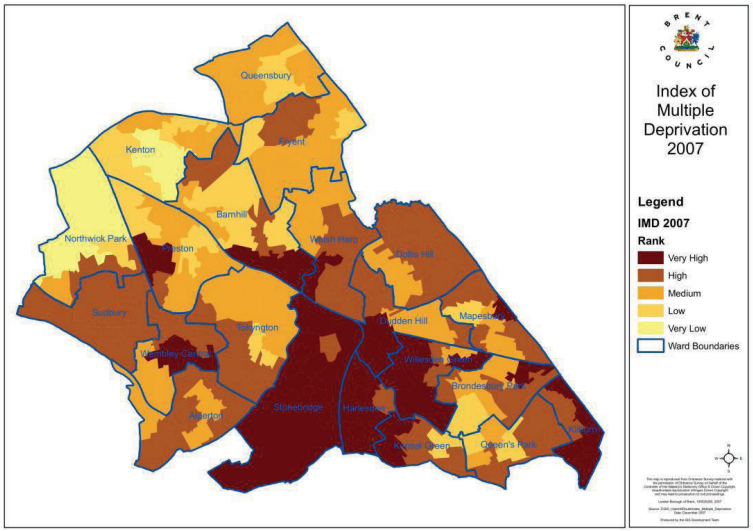
Iconic Landmarks.

Brent is a place of contrasts. Home of the iconic Wembley Stadium, and Wembley Arena and the spectacular Swaminarayan Hindu Temple (Neasden), our borough is the destination for thousands of British and international visitors every year. Brent is served by some of the best road and rail transport links in London and the area is accustomed to the successful staging of major events.

We are a 2012 Olympic borough and are working closely with the national Olympic Committee and our local partners to ensure this event leaves lasting economic benefits for our residents and our borough. We have award winning parks, outstanding schools, a great night life and a reputation for fostering and celebrating community cohesion. Our population is young, dynamic and growing. Our long history of ethnic and cultural diversity has created a place that is truly unique and valued by those who live and work here.

Deprivation.

However despite these strengths Brent is ranked amongst the top 15 per cent most deprived areas of the country. This deprivation is characterised by high levels of long-term unemployment, low average incomes and a reliance on benefits and social housing. In our priority neighbourhoods the impact of the recession has seen unemployment increase above nine per cent. Children and young people are particularly affected with a third of children in Brent living in a low income household and a fifth in a single-adult household.



Brent: Index of multiple deprivation 2007.

The proportion of our young people living in acute deprivation is rising with a growing disparity between the educational achievements of some children in comparison with a rising borough average. Living in poverty generally contributes to poorer health, wellbeing and social isolation. The statistics show that people on low incomes are more likely to have a life limiting health condition, take less exercise and have a shorter life. Tackling these issues underpins the ambitions and commitments that are set out in this document. Our objective is to lead the physical regeneration of the borough to enable all sections of the community to participate in, contribute to, and benefit from the future success of Brent.

Brent today – some facts[5]

These issues underpin our ambition and commitment.

[5] Source – Brent Corporate Strategy 2010-2014 ...

- 59% of the population in Brent is from black and ethnic minority backgrounds;
- 36% of the population is aged 20-39 and 23% are 19 or under.
- 16% are aged over 60 years 15% of the adult population have no formal qualifications.
- Average annual earnings are £27,248 – the third lowest in London. 20% of households have an annual income of £15k or less.
- Average house prices are the 8th highest in London at £309,819.
- Only 15.8% of adults undertake physical activity for 3 x 30 minutes per week – the second lowest level in London.

Brent's Corporate Objectives. Regeneration - driving forward economic opportunity.

Brent's New Corporate Strategy.

Brent's new Corporate Strategy, "Brent Our Future, 2010-2014", can be downloaded or viewed in full here:

http://www.brent.gov.uk/stratp.nsf/Files/LBBA310/$FILE/Corporate%20Strategy%202010-2014%20Brent%20Our%20Future.pdf

The document, affording the full support of the Chief Executive and the Corporate Management team, is progressive and lends strong backing to a number of Mayoral aspirations and objectives linked to improving transport in London.

"We are continuing to enhance the public realm, improving the state of our roads and pavements, and increasing road safety, particularly where it affects children. In addition the council will lobby the Mayor of London on

strategic transport issues which matter to Brent, including high-speed orbital bus based services connecting outer London town centres."

The new Corporate Strategy explains how Brent has great potential for economic regeneration. We benefit from excellent transport links both into central London and out to the wider sub-region.

With the international visitor destination of Wembley Stadium located at our heart we are ideally placed to promote Brent as a place to do business and attract new investment into the borough. The council is leading this drive with the creation of the new Civic Centre within the Wembley regeneration area. This unique building will provide a world class public facility. It will be the most environmentally sustainable public building in the country, offering accessible community services and much needed space for arts and cultural events. Bringing together council activities, along with our partners, into one modern building will enable us to provide better customer services while significantly reducing our property and administrative costs. These savings mean we can create an outstanding community asset for the future while still making better use of our public funding.

Our regeneration plans will be delivered within the context of creating a sustainable economic and social environment which provides residents with the services and opportunities they need, while protecting the quality of our environment for the future. For this reason we are concentrating our growth within areas that have good public transport access, have the capacity to accommodate growth and are in need of regeneration.

"Environmentally we will lead by example and aim to reduce our CO2 emissions by as much as 25% by 2014."

This will be achieved by improving energy efficiency in council buildings, encouraging the use of public transport, minimising business travel, promoting car clubs and cycling facilities and using alternative sources of energy.

The council will work with partners to implement a corporate "Climate Change Strategy" so that the whole borough is prepared for its effects and local communities are kept informed. Where possible we will make sustainable choices in our purchasing of goods and services and promote the work of the Brent Fairtrade Network.

A unique building… a world class public facility… the most environmentally sustainable public building in the country.

Our investment in the pioneering new Brent Civic Centre will act as a catalyst for greater private sector investment with major retail, leisure and commercial developments coming into the area over the next four years. To enhance access to council services in the south of the borough we will be redeveloping Willesden Green Library with more community facilities, a customer service point and a better library. In addition to these two public buildings we will create three further multiuse council contact points to ensure that all parts of the borough are well served. We will also be working with the voluntary sector to develop a resource centre for local community and voluntary groups.

Artist's impression, Brent's new Civic Centre, part of the wholesale regeneration of Wembley.

Plans for the greenest civic centre in the country received unanimous approval from the Brent Council Planning Committee on Tuesday 16 March 2010.

This building, the first ever civic building to be built by Brent Council, will be the greenest civic building in the country. It will command an enviable position in the heart of the Wembley regeneration area opposite Wembley Stadium and Wembley Arena.

The new centre will be a landmark building designed by award-winning Hopkins Architects Town planning, environmental, structural design and sustainable technology advice was provided by specialist consultants Scott Wilson. The nine-storey building will accommodate around 2,000 staff and, for the first time ever, all our services will be delivered from one building.

Half the building will provide a range of exciting new facilities for the local community to use. These include a multi-purpose foyer with grand civic steps, a flexible community hall for up to 1,000 people, a new library and learning centre, a winter garden and a smaller Civic Hall with an external terrace and a cafe. There will also be an expanded Registrar's service with a wedding suite and wedding garden. The Civic Centre will be less than 5 minute's walk from Wembley Park London underground Station, served by the Metrolpolitan and Jubilee Lines. However, we will work closely with Transport for London / London Buses, to ensure that the new Civic Centre is well served by bus services, with some dialogue having already taken place.

Brent - a borough of growth and opportunity.

As presented in FIGURE XX, Brent's Local Development Framework (LDF) identifies five key growth areas across the borough:

- **Alperton;**
- **Burnt Oak/Colindale;**
- **Church End;**
- **Wembley;**
- **South Kilburn.**

These areas will be transformed by working with the private sector to create opportunities for more business, retail, housing and environmental improvements. Through the positive reputation we have already established with developers, vital new investment will be brought into these areas. In consultation with local resident's we have agreed plans to tackle the poor environment and air quality along the North Circular. These plans will include redesigning local housing and making better use of open spaces to minimise the impact of traffic on peoples' daily lives.

Quintain Estate's site, adjacent to the new National Stadium, Wembley Regeneration.

We will use these regeneration projects to enhance the local skills base of Brent residents, supporting local employment and training wherever possible. Poor transport services to some parts of the borough act as a barrier to employment and we will work with partners in Park Royal to improve transport services to the area. In addition to regenerating the physical environment existing local businesses are of course crucial to the economic future of the borough. We

already have good relationships with many of our small and medium-sized firms, and are working with our Employers Partnership to coordinate the business support available to grow local enterprise.

The 2012 Olympic and Paralympic Games is a great opportunity to promote Brent as a destination and we are working with local businesses to enhance the employment and tourism opportunities from Brent being an Olympic venue.

Determining an appropriate level of growth

The direction for the future change and regeneration of the borough also needs to accommodate population and housing growth. The issue is how much growth is appropriate and how, where and when it can be provided. The council accepts that at least 10,146 new homes (including 1,000 non self-contained homes) can be accommodated in Brent up until 2016/201769, and will aim for a target of 50% affordable in accordance with the London Plan.

The GLA have further estimated that a total of 1,030 vacant dwellings could be brought back into residential occupation over the same ten year period; thereby increasing the housing capacity to the target of 11,200 new homes. This equates to an approximate increase in population of 25,000-28,000, about 10% increase on the current population.

This is above the current population projections for the borough but is compatible with Brent's status as an 'Opportunity Borough' and with its ability to accommodate new housing. It is considered to be an acceptable level of growth, given the capacity of sites to accommodate new development and the constraints that the need for new infrastructure will impose.

This level of proposed growth will still require an increase in provision of schools, health centres, open spaces and waste management facilities if Brent is not to 'over-heat'. In order to achieve sustainable development, and in particular to reduce the need to travel by car, population growth requires that additional jobs should be available locally. Additionally more waste will be generated and there will be an increased use of resources and pressure on the environment in general. In this way the borough can benefit from the advantages that growth and associated regeneration brings, whilst ensuring that there is adequate provision of key infrastructure, both social and physical.

Regeneration of brown-field sites, albeit much needed, results in additional pressure on the existing public transport network. We will lobby for improvements/increases to frequency of stopping services, for example, Chiltern Trains serving Wembley Stadium station. At present, the best people can expect is 2 trains / hour.

Two areas of Brent are identified in the London Plan as *'*Opportunity Areas*'* - Park Royal and Wembley. In Park Royal there is a need to renew what had become in the 1980s a run-down industrial estate and to provide new business opportunities and jobs, although much of the more modern accommodation can now be found within the Brent part of the estate. The impetus for renewal at Wembley was provided by the decision to rebuild Wembley Stadium as the new National Stadium and the associated enhancement of the infrastructure.

The availability of large development sites close to the Stadium means there is an opportunity for major growth and renewal. Both Wembley and Park Royal are well located to provide job opportunities, and access to other facilities for the deprived neighbourhoods nearby. Although Wembley has potential to provide significant levels of new housing, there is little opportunity in Park Royal apart from specialist key worker housing associated with the redevelopment of Central Middlesex Hospital and on the First Central site, and not least because the majority of the fabric of Park Royal is designated as a Strategic Industrial Location by the London Plan.

Other priority areas for physical and social renewal are large housing estates built in the 1960s or 1970s where a combination of physical and social problems means that wholesale redevelopment or refurbishment is necessary. Much progress has already been made with Chalkhill Estate completed and Stonebridge Estate having been substantially rebuilt and renewed. Progress has also been made at Church

End and South Kilburn, where New Deal for the Community funding is promoting major regeneration. At both Church End and South Kilburn, there are opportunities for additional housing and other facilities as well as replacing sub-standard accommodation. Both areas therefore, can be identified as focuses for further growth.

Both areas benefit from good accessibility by public transport. Therefore Church End and South Kilburn are identified as **growth areas.**

Other areas of the borough where growth can be focused are those where there is potential to redevelop with a mix of uses. This means that sites have to be available, there has to be at least a good level of public transport accessibility and they are not areas that are worthy of protection, i.e., are a generally poor environment or townscape and are not strategic employment locations that should be retained as such. Two such areas can be identified, at Alperton and on or close to the Edgware Road at Burnt Oak/Colindale. Therefore, Alperton and Burnt Oak/Colindale area identified as *growth areas*.

Alperton Masterplan SPD.

The Alperton growth area is a strip of brownfield land along the Grand Union Canal from Middlesex House in the west to Northfield Industrial Estate in the east. The LDF Core Strategy has identified this land for approximately 1600 new homes with supporting physical and social infrastructure.

The council is developing a Masterplan SPD for Alperton to set out in detail the ambition to transform this poor quality industrial area into a new mostly residential neighbourhood. The document will provide clear guidance for developers, landowners and residents about the significant scale of change proposed. The overall vision describes Alperton as having three distinct character areas by virtues of use, scale and appearance, linked together by a lively stretch of the Grand Union Canal.

When we transform Alperton, pedestrians and cyclists will be able to move freely and easily through the area. Alperton will be tied together by a network of new streets, public spaces and footbridges. Both new and incoming residents will be able to access the waterside and use straight forward connections to local amenities, shops and public transport nodes. The onus will be on ease of movement through an attractive and safe pubic place. It is proposed that one existing bus route is improved in terms of frequency and capacity and additional bus stops are to be provided.

Although property interests in the area are very limited, the council's role in delivery is to facilitate development and prioritise the physical and social infrastructure needed to support new homes and adapt to changing economic circumstances.

Barham Park.

The Barham Park Estate is located on Roundtree Road and Saunderton Road. The estate can be entered directly off the Harrow Road opposite Barham Park. Nearby is a large roundabout that served the Harrow Road, District & Central Road and Bridgewater Road. It has good transport links and is well served by public transport connections. Routes 18, 182, 92, 204, 245 & H17 stops close by

the estate as well as Sudbury Town Tube and Sudbury and Harrow Road British Rail link is also close by.

The plans to regenerate Barham Park includes demolition of 214 resiform constructed buildings containing circa 500 people and redeveloping 335 units to contain between 750 to 800 people within the current estate. This is to be achieved within a period of 5 years.

The Plans include a medium size retail outlet (Tesco metro type) as well as a community centre and offices in addition to the 335 units. 162 Parking spaces will be provided and 531 cycle spaces will also be provided.

Although the main road is not part of the development the junction layout improvements' will be required to deal with the bottleneck created on the Harrow Rd – directly outside the Estate. This link goes to the Transport Assessment which was submitted as part of the Planning Application.

http://www.Brent.gov.uk/servlet/ep.ext?extId=126153&other1=448412&other2=7

Note: All other regeneration areas/detail to be added, prior to submission of draft to TfL on December 20th.

Regeneration, Planning and Successful Placemaking.

In identifying the primary locations for focusing growth, the council has taken account of the need to regenerate areas important to London as a whole as set out in The London Plan. These include the need for physical and social renewal locally, development opportunities presented by the availability (or potential availability) of appropriate sites and the provision of good access to public transport. It is recognised, however, that not all of the ingredients of successful places will be present in growth locations and that if cohesive, sustainable communities are to be created, the appropriate physical and social infrastructure must be provided as well. These areas must be planned and designed so that all of the elements of successful places are present, such as facilities to meet community needs as well as quality design, distinctive character and identity.

Therefore the council has prepared the Wembley Masterplan (2009) and the South Kilburn Supplementary Planning Document (as produced in 2005 with updates due for publication in 2009). In addition, the council is preparing guidance for Alperton, Church End and Burnt Oak/Colindale. The council is keen to stress that, although these areas share characteristics in support of accommodating levels of housing growth, each area has the potential to develop a very distinct identity and sense of place derived from economic uses, public art, existing historical assets, public realm, building typologies, as well as the creation of green spaces, habitats, landscaping and tree planting. Where appropriate, the council will secure these through planning obligations as development comes forward.

Although Park Royal is not a growth area, development in this area will be mainly commercial in nature. There is also an opportunity to ensure that the Park Royal estate develops as a distinct place. A draft Opportunity Area Planning Framework has been prepared for Park Royal jointly by the 3 boroughs that include parts of Park Royal (Brent, Ealing and Hammersmith and Fulham) together with the GLA and the Park Royal Partnership.

Supplementary Planning Documents, planning briefs and other design advice that gives detailed guidance on how the growth areas will be developed will be prepared. In addition, public realm strategies will be produced for each growth area. In preparing this guidance, regard will be given to the principles for placemaking set out in LDF policy CP5 and existing Brent Strategies such as Brent Children and Young People's Plan, Brent Cultural Strategy, Brent Sports Facilities Improvement Strategy, Brent Parks Strategy and Brent Biodiversity Action Plan.

Development Density, Design Quality & Place-Shaping

Growth areas are generally well connected by public transport. This does not preclude opportunities to improve public transport accessibility in growth areas. The growth areas also do not have uniformly high PTAL ratings as they are spread across wide areas. For example, parts of Alperton set around the underground station are identified as having a high PTAL and therefore can, in

principle, support high density development. Very quickly however, accessibility levels fall away as the environment becomes much more suburban in character.

Therefore in determining appropriate densities in growth areas, as a starting point the council will have proper regard for the Mayor of London'

Population and Housing Growth

The borough will plan for sustainable population growth of between 25,000 and 28,000 people by 2017.

The provision of at least 22,000 additional homes (including 1,030 re-occupied vacant homes) will be delivered between 2007 and 2026 (including over 11,200 homes from 2007/08 to 2016/17). The borough will aim to achieve the London Plan target that 50% of new homes should be affordable. At least 25% of new homes should be family sized (3 bedrooms or more).

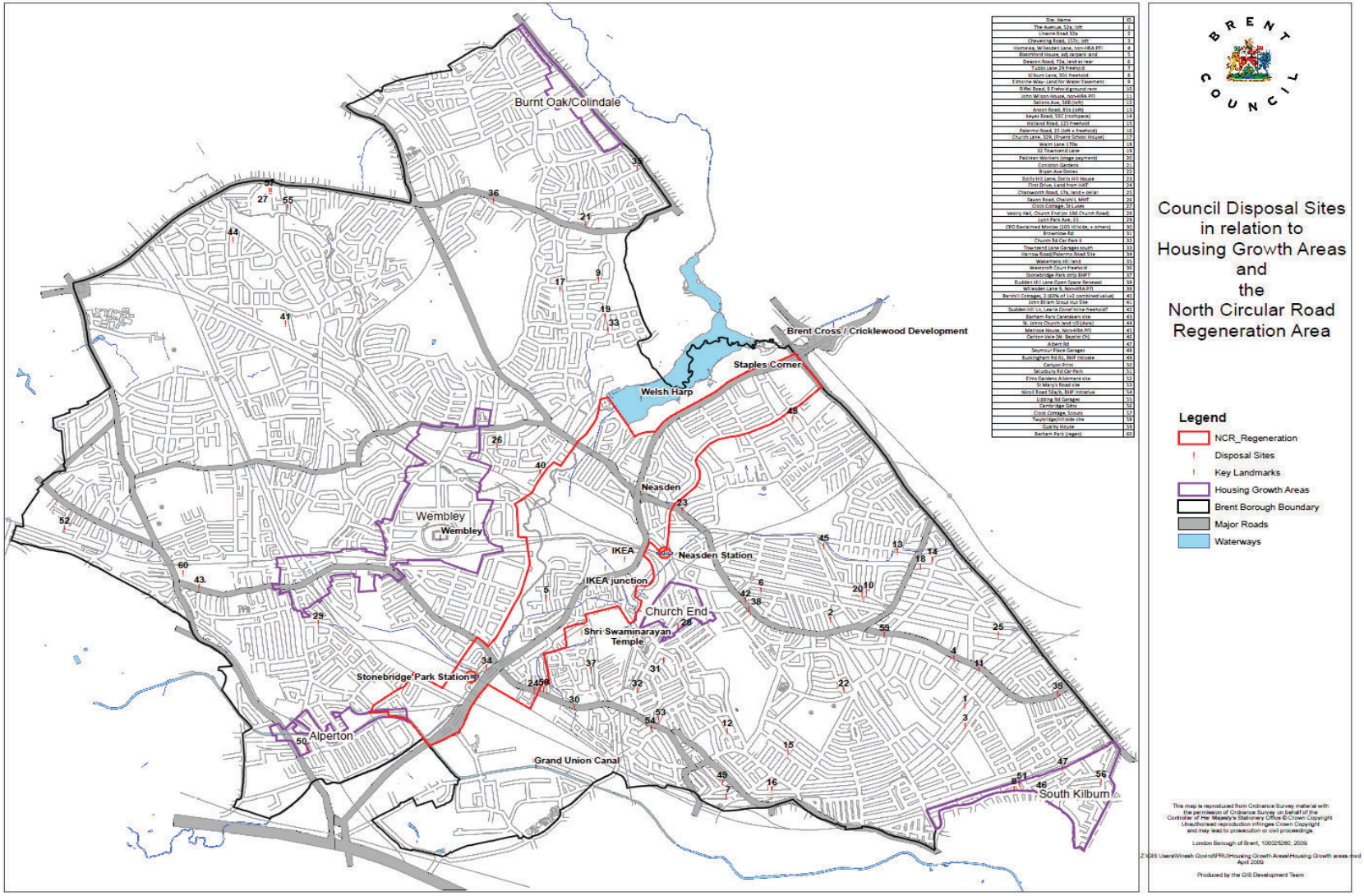
Over 85% of the new homes will be delivered in the growth areas with the following minimum targets (excluding the reoccupation of vacant homes):

	2007-2016	2017-2026
Wembley	5,000	6,500
Alperton	1,500	100
Burnt Oak/Colindale	1,400	1,100
Church End	700	100
South Kilburn	1,400	1,000
Rest of the borough	2,050	360

The council will also promote additional housing as part of mixed use development in town centres where public transport access is good.

Apart from the areas identified above, other town centres such as Kilburn, Harlesden, Willesden Green, Cricklewood, Kingsbury and Neasden are suitable for housing growth by virtue of public transport provision and local shops and services but do not necessarily have the range and number of opportunities to do so.

Housing Growth in Brent's larger town centres will be confined mostly to individual sites coming forward. In short, while new housing is welcomed in these town centres, scope for growth is very limited. The focus on growth areas does not mean, however, that other areas in need of regeneration will be neglected. For example, the Council is working up proposals for the redevelopment of the Barham Estate and it is giving consideration to regeneration ideas for the Brentfield and Stonebridge Estates, notably where they interface with the North Circular Road. These and other regeneration proposals will be worked into appropriate guidance during the lifetime of the plan. Appropriate engagement with the local community will be required to help plan the future development and infrastructure/amenity improvements.


Burnt Oak/Colindale
Brent Cross / Cricklewood Development
Staples Corner
Welsh Harp
Neasden
Wembley
Wembley
IKEA
Neasden Station
IKEA junction
Church End
Shri Swaminarayan Temple
Stonebridge Park Station
Alperton
Grand Union Canal
South Kilburn
Council Disposal Sites in relation to Housing Growth Areas and the North Circular Road Regeneration Area
Legend
NCR_Regeneration
Disposal Sites
Key Landmarks
Housing Growth Areas
Brent Borough Boundary
Major Roads
Waterways

Olympic Way, affectionately known to many across the world as "Wembley Way".

Our local town centres provide vital services and amenities within their neighbourhoods. We want to work with local traders to improve their viability by creating a better mix of retail and leisure businesses, providing free parking for the first hour and improving public transport services. We will work with Camden Council to develop plans to improve Kilburn High Road as a shopping area. Driving economic opportunity and regeneration

Protecting our environment.

Making green choices is very important to many local people and we want to make it easier for them to do this. A Brent 'Green Charter' will be developed setting out how we can work together to protect our environment. One key objective is reducing the amount of household waste we all create and our aim is to increase the proportion of waste that gets recycled or composted to up to 60 per cent by 2014.

We will improve the range of items that can be recycled in the collection service and make it easier for people living in flats to recycle by providing more bring sites with mixed collections. More of our residual waste will be treated to reduce the amount that is sent to landfill. Bulky items will be collected free of charge and where possible these items will be reused or recycled. Our residents parking permits will encourage people who choose cars with lower emission levels by using the polluter pays principle.

Everyone deserves to live in a clean and well maintained neighbourhood. Clean streets, free of nuisance cars, graffiti and dumped rubbish will be the norm. We will prosecute those individuals that do not respect our shared environment and spoil our streets. Brent residents value their parks and open spaces. We will protect our parks by improving their biodiversity and most importantly enabling people to use them safely with improvements to the wardens service. New sports and physical activities, particularly for older people, children and young people will be available in local parks and more multi-use games areas will be provided in suitable spaces. Overall our development plans aim to increase the amount of maintained open space within the borough.

We are continuing to enhance the public realm, improving the state of our roads and pavements, and increasing road safety, particularly where it affects children. In addition the council will lobby the Mayor of London on strategic transport issues which matter to Brent, including high-speed orbital bus-based services connecting outer London town centres.

The Mayor's Transport Strategy, the emerging sub-regional Transport Strategy and this document, the borough Local Implementation Plan, will facilitate the delivery of the aforementioned aspirations across Brent.

Growth Points – placing additional pressure on the transport network.

While there is no quick solution to meeting all the housing need in the borough we provide a range of services that help to prevent people losing their homes, address inequalities and offer alternative solutions. We will continue to reduce the numbers of families who are in temporary accommodation through our partnership work with registered social landlords and the private rented sector. Working with private landlords to improve the quality of rented accommodation and bringing unused property back into use will be part of our overall strategy to create a better supply of affordable housing in Brent.

As in many parts of London, housing in Brent is expensive and in short supply. With a low average income in the borough and with the cost of housing well above the London average many people find it very difficult to afford suitable accommodation. Being in need of housing has a serious impact on people's job prospects, their health and sometimes their family relations.

Homelessness affects the most vulnerable people in our community and frequently leads to isolation and exclusion. One of the core principles of our Housing Strategy is to create more housing within our growth areas at Wembley, Alperton, South Kilburn, Church End, Burnt Oak and Colindale.

Over the next four years we will provide 4500 new homes in the borough and 50 per cent of these will be designated as affordable. There is a particular shortage of family sized housing in the borough, which we need to protect through limiting the conversion of larger properties into flats. We will also ensure that 25 per cent of all new build properties are suitable for families.

The Carlyon Road – Mount Pleasant pedestrian route was posed a perilous walk between a local school and deprived residential area with narrow, overgrown access ramps to the Grand Union Canal.

Reducing crime and the fear of crime

Protecting the public from crime and reducing the fear of crime is one of our highest priorities. Despite an overall decrease in crime of over 20 per cent in recent years, there are still some parts of the borough where violent crime, including knife and gun crime, is a concern.

Not only did the new "Grand Union Bridge" facilitate significant improvements for pedestrian and cyclist access to the Grand Union Canal, near Alperton, it was unique in its overarching objectives and aspirations to design out crime.

Our range of local ward projects designed to reduce anti-social behaviour are popular and successful. These targeted initiatives create alternative options for young people, tackle problem locations that encourage anti-social behaviour and use the right level of deterrent measures to prevent reoffending. 85 per cent of resident's are happy with how we have dealt with anti-social behaviour in their area and as a result the number of young people coming into the criminal justice system has reduced.

Although Brent is now a safer place, residents still express concern about crime levels. Through the Safer Neighbourhoods Teams (SNT's) we are working with the police to provide local people with more influence and information about how their neighbourhoods are policed. The SNT's work with the Ward Panels and neighbourhood watch to coordinate the work of the Police Community Support Officers on the streets. High visibility policing is central to our approach to stopping street crime and helping to reduce the fear of crime felt by local people.

The regional policy framework, sub-regional objectives and Brent's Local Development Framework (LDF).

The Mayor's Transport Strategy (MTS)

The Mayor's Transport Strategy (MTS) provides the framework for addressing the transport needs of London of the next 20 years.

The MTS uses a strategic approach which is predominantly a "top-down" view of transport in London to meet the population and economic development growth forecast in the London Plan.

The MTS present six clear goals:

(1) Supporting economic development and population growth;
(2) Enhancing the quality of life for all Londoners;
(3) Improving the safety and security of all Londoners;
(4) Improving the transport opportunities for all Londoners;
(5) Reducing transport's contribution to climate change and improving its resilience;
(6) Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

The SRTP (Sub-regional Transport Plan) presents how these six goals will be met in each sub-region.

Understanding the local priorities for west London has come through close working with borough members and officers, as well as through the analysis carried out as part of this Plan and the Interim Report on Challenges and Opportunities.

The SRTP will thus also seek to reflect a bottom up approach whereby the particular priorities and issues for the region and boroughs are reflected within this framework,

The GLA and TfL recognise that the MTS will only be delivered through close working with stakeholders, in particular the London boroughs through the use of Local Implementation Plans, which it states “are an important mechanism for boroughs to plan and implement key local improvements”.

The MTS is:

- **A high level framework;**
- **Has 36 ‘policies’**
- **Presents ‘130 proposals’.**

The Sub-Regional Transport Plan (SRTP).

This SRTP (Sub-Regional Transport Plan) identifies some specific priorities and projects for west London, such as a High Speed 2 station and sub regional interchange at Old Oak Common, In other cases, a broader framework or toolkit is presented which needs to be adapted for, and applied to, local circumstances – whether in relation to modal planning and implementation or local delivery.

The SRTP identifies planned investment in the shorter and medium term, although clearly the details of this will be subject to the outcomes of the Spending Review. It also identifies potential priorities for longer term investment required to deliver the growth in the future beyond the Business Plan. It will be important to identify potential alternative funding sources, such as Section 106 credits, TIF, CIL etc...

- **There are 5 sub-regional transport plans;**
- **They translate MTS outcomes;**
- **They provide the framework for borough LIPs.**

The Local Implementation Plan (LIP)

The LIP process, as set out in the recently published LIPs guidance, has been simplified to provide boroughs with greater ownership of their own programmes and flexibility to reflect local circumstances. This new second round of LIPs becomes effective from April 2011.

LIP funding from TfL will be allocated to boroughs for Corridors, Neighbourhood and Supporting Measures; Maintenance Programmes; and Major Schemes. £146m will be allocated to support boroughs’ investment for the year 2011- 12, £142m for 2012-13 and £132m for 2013-14. Boroughs

- **LIPs are supported by 4 (TfL) funding streams;**
- **They must meet MTS requirements and align with SRTPs;**
- **They can present local targets.**

The Local Development Framework (LDF)

Brent’s Local Development Framework identified 4 main transport issues in the “Issues and Options” Paper, summarised as follows.

1) TRAFFIC GROWTH AND CONGESTION.

The main problem is that of the growth in the amount of traffic and the consequential effects on the environment. Not only does this increase traffic congestion, causing frustration and delay as well as harming the local economy, but it also harms the environment in other ways. It increases air pollution, with various impacts on health, and also contributes to climate change through the emission of green-house gases.

These concerns are reflected in Government planning guidance and the White Paper on Integrated Transport in 1998. The White Paper aims to encourage people to reduce car usage in favour of more environmentally-friendly modes through measures such as better land-use planning and greater parking restrictions as well as better investment in public transport.

Many Brent residents suffer from the harmful impacts of growing traffic levels although 37% of Brent households do not own or have access to a car. Many of the problems are caused by traffic travelling through the Borough rather than commencing or ending journeys within it.

2) PARKING.

Whilst encouraging people to use public transport, cycle or walk is important in reversing the trend of growing traffic levels, other more direct means can be used to reduce car usage. The ease of finding a parking space at the end of a journey is one of the most influential factors in a person's decision whether or not to use a car. By restricting the availability of parking it is possible to directly influence people's choice of mode of travel.

Government policy for parking provided on new development is to apply maximum standards so as to use parking as a means of restraint on car use. This approach is also reflected in the Mayor's London Plan, where maximum parking standards are set out as a range depending upon location and the level of public transport access. Boroughs are asked, when applying the standards at a local level, to take account of the level of public transport accessibility in the area in which a development proposal is located.

Brent's current parking standards set out in the UDP 2004. These apply different standards to different types of use and take only limited account of public transport accessibility levels and not for all use types. They are, however, maximum standards and are a means for restraining car usage and should not therefore be exceeded. A recent survey of the implementation of the standards for new housing developments, introduced in 1998, found that there was little evidence of any problems in their implementation and residents were generally satisfied with the amount of parking that was being provided on new housing schemes.

3) PUBLIC TRANSPORT.

Brent benefits from a relatively good public transport network including rail, tube and buses. However, there are problems associated with reliability and frequency of service. With the dropping of major schemes such as Crossrail, there are no major new infrastructural proposals in the pipeline apart from station improvements associated with the regeneration of the Wembley area, especially the new National Stadium. In order to implement major public transport improvements there is a reliance on funding from national government or TfL.

However, the Council can get funding for more modest public transport improvements through a requirement for developers to enter into section 106 agreements to implement measures that are made necessary by the development proposal. The sorts of schemes that can be implemented to improve the efficiency of public transport are, for example, implementing more bus priority measures and introducing real-time displays, etc. Rates of usage show that after a number of years of declining passenger numbers on buses in London, there have been significant rises in recent years.

4) WALKING AND CYCLING.

It is important to encourage more people to walk for short journeys rather than use their car, not only to reduce congestion but also to improve the general health of the population. Although walking already accounts for a third of journeys in London, this can be substantially increased as over 20% of journeys of less than 500 metres are made by car. It is important, therefore that new development is located where walking is a viable form of access and that funds are invested in promoting pedestrian routes such as that proposed to link the new Stadium with Wembley town centre. Cycling is also a viable alternative means of transport for many local journeys. Improving facilities for cyclists can encourage more people to cycle rather than using their car. The London Cycle Network is intended to provide over 2000 km of safe, signed cycle routes. Cycle parking facilities can

also be increased at railway and tube stations, in town centres, and at schools, hospitals and leisure facilities.

The London Plan.

There are also national and London policies that make mitigation and adaptation more complicated. For example, the **London Plan** requires each borough to accommodate ***11,000*** additional homes, which will increase carbon emissions and add pressure to existing transport infrastructure and facilities. Partners in Brent are therefore working to maintain or increase current services against these pressures, which makes the job of cutting emissions and considering adaptation more difficult. The increased development that is implied by the London Plan will also add considerable pressure to Brent's green space, making the challenge of preventing the effects of heat waves on the population more difficult.

Changes to London-wide (MTS-1) policy - the London Congestion Charging Scheme (CCS) and the implications of the proposed removal of the "Western Extension" (WEZ).

The Mayor's 2010 (24 May) consultation paper proposed number of changes to the Congestion Charge, as published by Transport for London. The paper sought views in response to the Mayor's proposal to remove the existing charge for drivers to enter the area of London known as the Congestion Charging Zone 'Western Extension'. Brent Council originally supported the implementation of the inner London Congestion Charging Scheme (CCS) in 2001 and implemented a programme of 'mitigation' measures with significant funding forthcoming from TfL to aid delivery of the schemes.

At a meeting the Council had with Transport for London in 2009, is was also suggested that removing the Western Extension to the Congestion Charging Scheme would return an additional (new) **25,000 vehicular movements** a day back on to the streets. Brent borders the Western Extension Zone, which comes up to the Harrow Road / Scrubs Lane junction in the south-east corner of the borough.

The (February 2007) "Western Extension" (WEZ) of the original (February 2003) Inner-London CCS Zone, was afforded strong support throughout Brent's 2006-2011 Local Implementation Plan, as well as within the (draft/consultation) documents that preceded that document as an agreed (Member approved) transport plan for the borough. **Brent's first (2006-2011) Local Implementation Plan recognised the benefits of the congestion charge as an effective measure for reducing the amount of traffic and encouraging modal shift. Extracts/Policies linked to the CCS included:**

4G.Pr14 The Council supports the Westward extension of the Congestion Charging Scheme and will seek funding to lock in the benefits of motor traffic reduction and increased use of public transport and cycling.

4G.Pr14 (1) The Council supports the principle and recognises the benefits of congestion charging as an effective measure for reducing the amount of traffic and encouraging modal shift. The Mayor of London agreed the Congestion Charging Scheme extension in September 2005.

4G.Pr14 (3) The Council's programme of investment to support the Congestion Charging scheme extension includes the regeneration of Harlesden Town Centre. This Area Based Scheme will be one link in a chain of investment along the Harrow Road. It is estimated that investment in the town centre could reduce bus delays from an average of 22 minutes in the current situation, to just 2 minutes.

The Council's position on the Western Extension remains as set out above continues to apply in this second Local Implementation Plan. Our concerns remain as to consequences of the removal of the Western Extension in relation to increased traffic flows, linked congestion (particularly in and around Harlesden town centre) and associated air quality implications in the south of the borough. It is broadly acknowledged that the removal of the Western Extension could result in increased traffic flows (a figure of 25,000 cars a day has been cited by

Transport for London) which would impact on key parts of Brent's highways network, such as the A404/Harrow Road.

This could lead to worsening congestion of this key part of the strategic road network, in an area of the borough the Council is striving to improve - particularly impacting upon Harlesden Town Centre. Resultantly, the Council is concerned that local journey times – including public transport (buses) will worsen (particularly bus journey time reliability). Ultimately, the Council is minded to suggest that removal of the Extension does not appear to be in line with broader policies to restrain and manage unfettered use of private, motor-borne transport.

Undeterred, however, the borough officers continue to work relentlessly towards improving air quality for the residents and visitors of the borough.

West London – "Interim Report on Challenges & Opportunities."

The February 2010 **Interim Report on Challenges and Opportunities in West London** formed the first step in developing the west London Sub-regional Transport Plan. The purpose of this interim document was to articulate the draft Mayor's Transport Strategy (MTS) goals in the context of west London and also to set out more specific challenges for the region within this framework. It also outlined examples of **potential solutions** for addressing these challenges.

In addition, the document presented a range of data and analysis for the sub-region, including borough specific information for each of the west London boroughs. The document helped inform the first stages of development of Brent's LIP-2.

The west London sub-region consists of the boroughs of Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. These are presented in Map 1 on Page X.

However, the boundaries between the different sub-regions are intended to be flexible and "fuzzy" as transport challenges and opportunities do not stop at borough or sub-regional boundaries. Beyond its boundaries, west London's principal connection is with central London – where a large proportion of its residents work. In many respects west London issues are closely related to the areas beyond London's western boundary.

TfL's regional plans and engagement therefore reflects this: for example, local authorities from beyond London have been involved in discussions on the development of west London transport plan. It is acknowledged, however, that this relationship will need to be strengthened in the future.

West London challenges

In 2006, the six boroughs in west London were resident to 1.4 million (14%) of London's 7.6 million people. A fairly similar portion live in south and central London, while many more live in east London, which accommodates over a quarter of Londoners, and far fewer live in north London.

As well as the broader challenges facing London, there are also some specific challenges for west London which are associated with its unique role as an national and international gateway to London and the UK. These have been identified through collaboration with boroughs and analysis and are as follows:

- **Improve north/south public transport connectivity;**
- **Enhance east/west capacity and manage congestion;**
- **Improve access to, from and within key locations;**
- **Improve air quality;**
- **Enhance the efficiency of freight movements in west London.**

Various potential solutions to these challenges have been identified though not yet assessed – the work to assess these constitutes the key next step of the sub-regional programme, and will draw on the various assessment tools which are being developed for this purpose.

1. Improve north/south public transport connectivity

North-south public transport connections within west London are relatively sparse and consequently many north-south journeys are undertaken by private vehicles.

Improving access to Heathrow and strategic industrial locations such as the Park Royal industrial estate will be an early priority.

2. Enhance east/west capacity and manage congestion

Although there are strong radial connections from west London to central London, these are often crowded or congested and enhancing east-west capacity and managing congestion is an immediate need. It is predicted that congestion on east-west corridors will continue to grow, even with the currently planned upgrades. Tackling these issues would benefit the economy and quality of life in west London.

3. Improve access to, from and within key locations

The transport needs of major trip generators and developments such as Heathrow, White City, Earl's Court and the Westfield shopping centre at White City must be addressed.

Congestion, street-scenes, and public transport connectivity within town centres are also in need of improvement, especially in those centres identified for future growth, such as Harrow and Shepherd's Bush.

4. Improve air quality

There are significant air quality challenges in west London at Heathrow, along the A406 North Circular road and along the Great Western Mainline corridor. Measures set out in the Mayor's Air Quality Strategy will address air quality issues on a London-wide level, but targeted local measures could be employed to tackle particular hotspots and improve the health and wellbeing of those in the region.

5. Enhance the efficiency of freight movements in west London

Because of its gateway role, west London is home to a huge concentration of freight operations. Improving the efficiency of freight movements would benefit the economy of west London, the quality of life of its residents and visitors, and give rise to environmental benefits through reductions in emissions of climate change gases and air quality pollutants.

West London sub-regionally important interchanges that have been identified are:
- Ealing Broadway;
- Shepherd's Bush;
- Southall;
- **Wembley Park;**
- **Willesden Junction;**
- Rayners Lane;
- Greenford;
- Acton Town;
- Gunnersbury;
- West Brompton;
- Harrow-on-the-Hill;
- Uxbridge;
- Hounslow Central;
- **Wembley Central;**
- Hayes & Harlington;
- Hammersmith.

Borough Transport Objectives - *"A ten-point plan towards achieving transport improvements in Brent".*

This section presents a 'Ten-Point Plan' for improving transport in Brent, reflecting the content of Section One of this document. It is formed of a series of priority objectives and these reflect and support Brent's existing corporate commitments/strategies, the Mayor's Transport Strategy, the Local Development Framework (LDF) and the West London Sub-Regional Transport Strategy.

OBJECTIVE 1: FACILITATING REGENERATION.

> (i) To ensure that appropriate transport infrastructure is implemented to support Brent's major growth/regeneration areas over the next ten years, supporting the needs of both residents and ensuring that businesses can flourish in Brent, particularly focussing on:

- **Alperton;**
- **Burnt Oak/Colindale;**
- **Church End;**
- **Wembley;**
- **South Kilburn.**

OBJECTIVE 2: BETTER STREETS & PLACEMAKING.

> (i) To facilitate significant improvements in Brent's street-scene and the local urban realm through focussed investment of highways maintenance funding, whilst adopting the Mayor's *Better Streets* principles through the finalisation of the Brent "Placemaking Guide", a bespoke document tailored specifically enhancing the borough's streetscape.

> (ii) To deliver Brent's key Major Scheme intervention spanning the short-term (2011-2014) lifetime LIP-2, Harlesden Town Centre, building on the successful engagement of the local community via the Harlesden Town Charter.

OBJECTIVE 3: SECURING BENEFITS FROM HS2.

> (i) To support the development of the new high speed rail link between London, the West Midlands and the north of England - High-Speed 2 (HS2). Particularly, to secure the benefits to Brent regarding a new interchange station with Crossrail/HS2 - at Old Oak Common - are maximised by way of a sub-surface travellator linking to Willesden Junction station, near Harlesden town centre.

OBJECTIVE 4: EXCELLENT NETWORK MANAGEMENT.

> (i) To work towards reducing road congestion and associated air pollution, particularly in Brent's town centres. This should be achieved without attracting additional extraneous commuter traffic, through better signal timings and co-ordination of road works, traffic smoothing, enforcing moving traffic contraventions and - where appropriate/economically viable - new infrastructure measures.

OBJECTIVE 5: PARKING.

> (i) To support local residents and businesses through parking controls which prioritise their needs over those of extraneous traffic caused by journey generating destinations or events, whether those be musical, sporting or religious in nature;

> (ii) To introduce a Sustainable Parking Strategy, one which is fairer and more flexible, acknowledges the changing needs of local businesses in their daily operations and one which is more sustainable, including a charging regime for parking permits whereby owners of lower polluting vehicles pay less than those with higher polluting ones.

OBJECTIVE 6: SUSTAINABLE TRANSPORT & THE ENVIRONMENT.

> (i) To reduce the adverse environmental effects of transport and improve Brent's air quality by encouraging walking, cycling and the use of public transport and cleaner (low emissions) vehicles, through school, workplace and religious travel plans, sustainable transport events and inititiatives, cycle training and other 'softer' (supporting) measures

> (i) To continuously seek to prioritise the needs of pedestrians and cyclists as the first and foremost consideration of all TfL funded LIP (and other) interventions;

OBJECTIVE 7: ORBITAL BUS SERVICES.

> (i) To continue to lobby/promote and work alongside Transport for London to facilitate significant public transport network improvements across - and beyond - Brent, specifically to bring about wholesale improvements to Orbital Public Transport (namely north-south bus services) in the borough

> (ii) To deliver a more efficient, affordable and safe public transport network which presents a viable alternative to the privately owned motor vehicle, and which also embraces the latest cleaner and quieter engine technologies so as to contribute to the boroughs air quality/noise reduction commitments.

OBJECTIVE 8: AN ACCESSIBLE & INCLUSIVE BOROUGH.

> (i) To facilitate highways accessibility improvements for all, particularly people with mobility or visual challenges and to prioritise the needs of the most vulnerable people, such as younger and older people;

> (ii) To prioritise investment within socially disadvantaged communities, including corridors and neighbourhoods spanning some of Brent's most socially deprived areas - particularly where there is evidence of higher than average numbers of vulnerable road users being killed or seriously injured in road traffic collisions.

OBJECTIVE 9: REDUCING ROAD DANGER.

> (i) To continue to implement Road Danger Reduction principles and ensure a safer on-street environment, always focussing on the needs of the most vulnerable and 'at risk' road users, namely cyclists, pedestrians, school children and older/mobility challenged individuals - whilst striving to facilitate new infrastructure that improves the attractiveness, ease and efficiency of walking and cycling in the borough.

OBJECTIVE 10: IMPROVING CUSTOMER EXPERIENCES OF THE UNDERGROUND & OVERGROUND RAIL NETWORK.

> (i) To continue to lobby for service, capacity and infrastructure improvements on all Brent's Underground and Overground rail routes; including the Bakerloo, Jubilee, Metropolitan and Piccadilly Underground lines, Overground Rail services including Chiltern Trains and Southern Trains, and London Overground Rail;

> (ii) To provides assistance to residents/businesses in respect of public transport general enquiries, complaints, requests and proposals - in a positive and efficient manner and work to improve their experience and understanding of the public transport network in Brent, including the development of a promotional Public Transport guide for the borough.

Better Streets.

Better Streets outlines a generic approach applicable within all key places, delivering urban realm improvements in a phased viable way - 'The Golden Thread'. This long term vision approach utilises both maintenance and other public/private funding as and when it becomes available.

A simple way of looking at the potential for improving the urban realm of town centres is to relate them to a set of typologies. These typologies, developed by TfL, classify town centres into a few types, determined by characteristics such as the main types of transport access, the shape of the town centre and its main uses.

One of the aspects classified is the physical form/shape of the centre: linear (type A); confluence (type B); and constrained (type C). Within the west, the following are type A centres: Ealing, Hounslow, Southall, Chiswick, Wembley and White City. The following are type B: Hammersmith, Park Royal/Willesden Junction, Shepherd's Bush/Westfield and Richmond. Uxbridge and Harrow are type C centres.

Harlesden Town Centre - Brent's priority for town centre Placemaking and "Better streets" treatment, the borough's key TfL "Major Scheme" spanning LIP-2, 2011-2014.

An artist's sketch of urban realm improvements to Harlesden Town Centre identified to take place over the course of Brent's second LIP.

MTS goals, challenges and outcomes - and how Brent's Local Implementation Plan affords support.

MTS Goals	MTS Challenges	MTS Outcome	Brent LIP Objective	Page ref:
(1) Support economic development and population growth	Supporting sustainable population and employment growth	> Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel	Objectives **6, 7** and **10.**	
	Improving transport connectivity	> Improving people's access to jobs	Objectives **1, 3, 4, 7, 8** and **10.**	
		> Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow	Objectives **1 and 6.**	
	Delivering an efficient and effective transport system for people and goods	> Smoothing traffic flow (managing delay, improving journey time reliability and resilience)	Objective **4**	
		> Improving public transport reliability	Objective **4, 7** and **10.**	
		> Reducing operating costs	Objective **7.**	
		> Bringing and maintaining all assets to a good state of repair	Objective **2.**	
		> Enhancing the use of the Thames for people and goods	Not applicable.	
(2) Enhance the quality of life for all Londoners	Improving journey experience	> Improving public transport customer experience	Objectives **7** and **10.**	
		> Improving road user satisfaction (drivers, pedestrians, cyclists)	Objectives **2, 4, 5, 6, 8** and **9.**	
		> Reducing public transport crowding	Objective **3, 4, 6, 7** and **10.**	
	Enhancing the built and natural environment	> Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives	Objective **2**	
		> Protecting and enhancing the natural environment	Objectives **4, 6** and **7.**	
	Improving air quality	> Reducing air pollutant emissions from ground-based transport, contributing to EU Air Quality Targets	Objectives **4, 6** and **7.**	
	Improving noise impacts	> Improving perceptions and reducing impacts of noise	Objectives **4** and **7.**	
	Improving health impacts	> Facilitating an increase in walking and cycling	Objectives **2, 4, 6, 8** and **9.**	

MTS Goals	MTS Challenges	MTS Outcome	Brent (draft) LIP Support:	Page ref:
(3) Improve the safety and security of all Londoners	Reducing crime, fear of crime and anti-social behaviour	> Reducing crime rates (and improving perceptions of personal safety and security)	Objective: **2.**	
	Improving road safety	> Reducing the numbers of road traffic casualties	Objectives **8** and **9.**	
	Improving public transport safety	> Reducing causalities on public transport networks	Objectives **7, 8, 9** and **10.**	
(4) Improve transport opportunities for all Londoners	Improving accessibility	> Improving the physical accessibility of the transport system	Objective **8.**	
		> Improving access to services	Objectives **1, 3, 5, 7, 8** and **10.**	
	Supporting regeneration and tackling deprivation	> Supporting wider regeneration	Objectives **1, 3, 7, 8** and **10.**	
(5) Reduce transport's contribution to climate change, and improve its resilience	Reducing CO2 emissions	> Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025	Objectives **4, 6, 7** and **10.**	
	Adapting for climate change	> Maintaining the reliability of transport networks	Objectives **1, 2, 3, 5, 7** and **10.**	
(6) Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	Developing and implementing a viable and sustainable legacy for the 2012 Game	> Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London	Objective **1, 2, 4, 5** and **8.**	
		> Physical transport legacy	Objectives **1** and **2.**	
		> Behavioural transport legacy	Objective **6.**	

Improving public transport.

London Underground.

The Tube has never been so important to north/west London, and Brent's economic, social and cultural life. In the last year, the network carried more than a billion passengers for the fourth year in succession – almost as many passengers carried as the entire National Rail network.

However, much of the infrastructure the railway relies on to meet the demand is very old, with some of it dating back to the 1860s. The Tube is the oldest Underground system in the world (in 2013 it will celebrate its 150th anniversary) and, with a legacy of underinvestment, it is vital that the network is rebuilt to ensure that it can deliver for the future.

Brent is very well served by the London Underground:

- The **Metropolitan Line** provides key links with the City from Wembley Park in Brent, reaching Baker Street in less than 15 minutes and outer-London regions such as Watford, Amersham, Chesham and Uxbridge, via Harrow on the Hill;

- The **Jubilee Line** serves 7 stations in Brent, these being Queensbury, Kingsbury, Neasden, Dollis Hill, Willesden Green and Kilburn. It terminates at Stanmore, and provides an essential direct route from Brent down to central London (Bond Street, Green Park and Westminster) – running all the way to Stratford via Waterloo, London Bridge and Canary Wharf;

- The **Bakerloo Line** serves 8 stations in Brent, these being South Kenton, North Wembley, Wembley Central, Stonebridge Park, Harlesden, Willesden Junction, Kensal Green, Queens Park and Kilburn Park. The Bakerloo Line provides a direct link to Brent from Marylebone, Paddington and Waterloo. It also links directly to Oxford Street (Oxford Circus), whilst it continue on to Lambeth, terminating at Elephant & Castle at it's southern most point and Harrow & Wealdstone at it's north-western end;

- The **Piccadilly** Line has just 2 stations in Brent (Sudbury Town and Alperton) but provides an important connection to the Ealing and Park Royal areas, albeit from a more peripheral part of Brent which is not easily accessible by means other than bus, traversing Wembley and/or Ealing Road.

Major upgrades are underway to the Metropolitan and Jubilee lines which will increase peak capacity into central London on these lines by 25-40%. The new rolling stock on the Metropolitan Line will be air-conditioned. In the future there will also be upgrades to the Piccadilly and Bakerloo lines.

Jubilee Line Upgrade.

The Jubilee line has seen dramatic demand growth linked to the developments at Canary Wharf. The upgrade involves the installation of a new signalling system, which will allow trains to be driven automatically – meaning faster, more frequent services for customers.

The Jubilee line upgrade will provide 33% more capacity (peak capacity on lines into central London), carrying around 5,000 additional passengers per hour. Journey times will be reduced by 22%.

The Jubilee Line upgrade will provide considerable support to the development planned at Wembley town centre and will improve the movement of people to and from events at Wembley Stadium. It will also help to relieve crowding on the Jubilee/Metropolitan line corridor southbound from Finchley Road.

Bakerloo Line Upgrade.

The Bakerloo line trains date from 1972, and the signalling system from the 1980s. An upgrade of the Bakerloo line trains, signalling and control centre will allow aging assets to be replaced, improving reliability and increasing capacity by making use of advances in technology. Once completed average journey times should improve by over two minutes and capacity will increase by almost 57% in the peak periods into Central London. Whilst the Bakerloo line has relatively low levels of crowding in West London, growth at Harrow and Wealdstone and at

Wembley will increase loadings on this line, so the upgrade will not only support this development but also relieve the crowding pressures in central London resulting from the growth.

London Overground.

Substantial investment has been made in the London Overground network since TfL took over the running of it in November 2007. There are two orbital routes that go through the west London sub region, the North and West London lines, providing connectivity to key interchange hubs such as Willesden Junction and Clapham Junction so that people in the region have good access to the north, south and east sub regions without the need to travel via central London.

By May 2011, the improvements will increase capacity and frequency of the service, provide refurbished stations and better customer information.

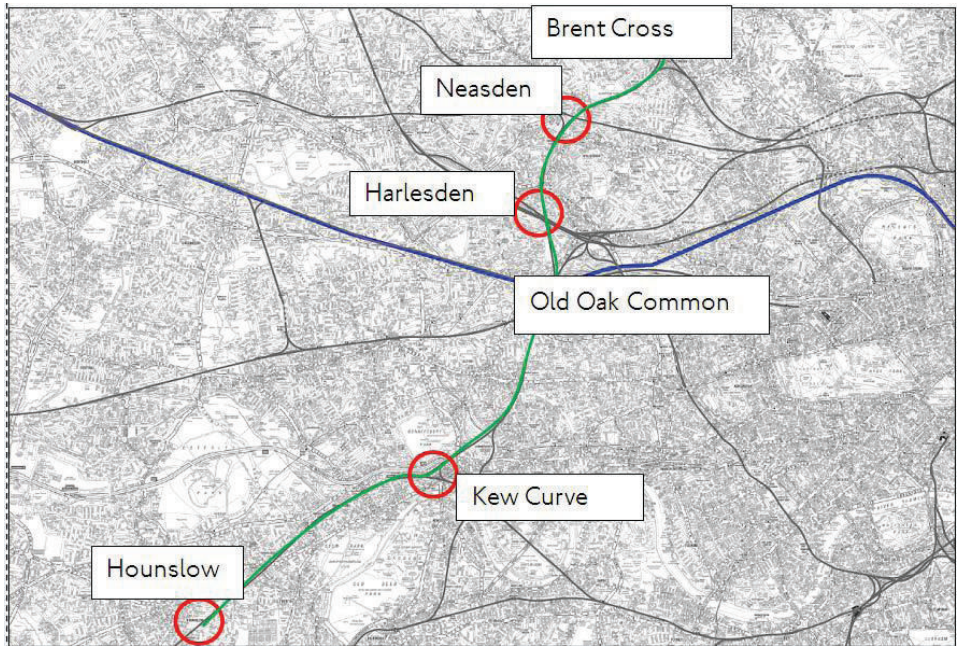
Dudding Hill Line.

There is potential to electrify and open up this currently freight-only line to passenger services. Subject to operational analysis and value for money assessment, there is potential to operate a new London Overground service between Hounslow and the proposed new station at Brent Cross via Old Oak Common.

The option would require further electrification of the Kew Curve in order to allow access to Hounslow. The Dudding Hill route could include new stations on the Dudding Hill Line at Neasden and Harlesden, to improve accessibility. This scheme has the potential to improve orbital connections in west London and provide better access to HS2, Heathrow Airport and other key locations via Old Oak Common station.

Other potential connectivity improvements that could benefit from the Dudding Hill line include Brent Cross – Ealing, with a change at Old Oak Common. Both the Dudding Hill line and Kew Curve would need to be electrified and freight may need to be re-routed. An assessment of this is yet to be undertaken.

Figure XX: Potential route from Hounslow to Brent Cross via Kew Curve and Dudding Hill line



London Overground.

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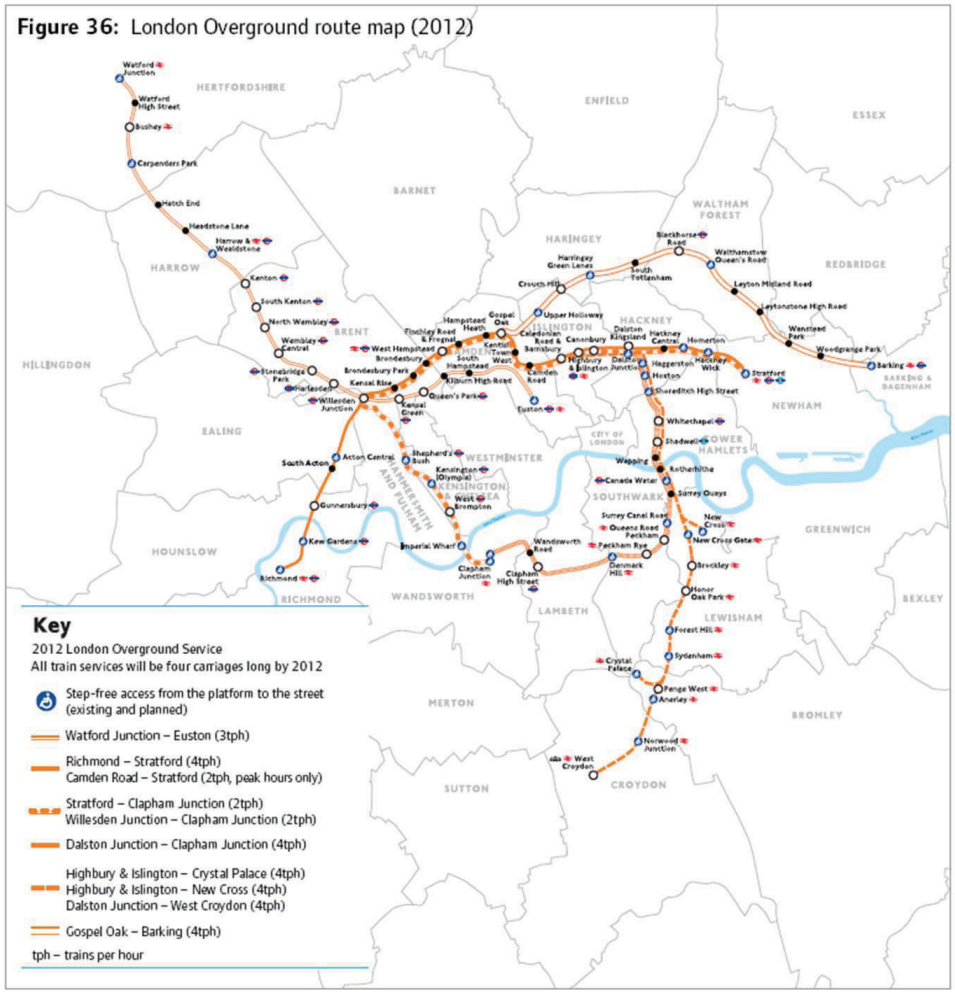
south and east sub regions without the need to travel via central London. By May 2011, the improvements will increase capacity and frequency of the service, provide refurbished stations and better customer information.

Figure 36: London Overground route map (2012)

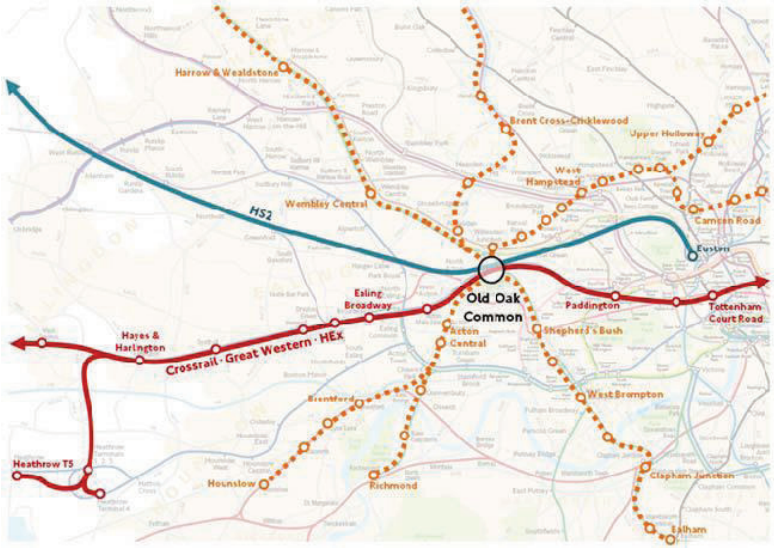


High Speed 2 in West London.

The previous Government announced plans for a high speed rail link between London and the West Midlands, and ultimately, on to Leeds and Manchester. The scheme has remained a priority for the new Government.

High Speed 2 Station at Old Oak Common.

London Euston has been chosen as the central London terminal location for High Speed 2. To help address onward dispersal problems at Euston, the DfT proposals recommend an interchange with Crossrail before reaching central London, at Old Oak Common. As part of the HS2 proposals at Old Oak Common, all of the 14 trains currently planned to terminate at Paddington will be extended to Old Oak Common. As the West and North London Overground lines pass close to the site, there is a tremendous opportunity to better connect many parts of the west London region in to this new interchange, as indicated in the map below:



The case for Old Oak Common in providing interchange with Crossrail and dispersal of HS2 passengers is accepted by all stakeholders. TfL have raised the issue of Old Oak Common local connectivity with HS2 Ltd and they accept there is a need to improve access to the station from the surrounding area. TfL have identified an option for doing this by creating a new strategic interchange (see the previous figure), bringing the North and West London Lines and potentially the Dudding Hill Line into a new station connected to Crossrail, Heathrow Express, Great Western and HS2.

This reduces journey times to HS2 (and Crossrail) from large parts of west, south west and north west London and facilitates transfer between orbital and radial services, reducing the need to travel through Central London. TfL are making the case to HS2 Ltd that this extra connectivity should be incorporated as part of Phase 1 of HS2.

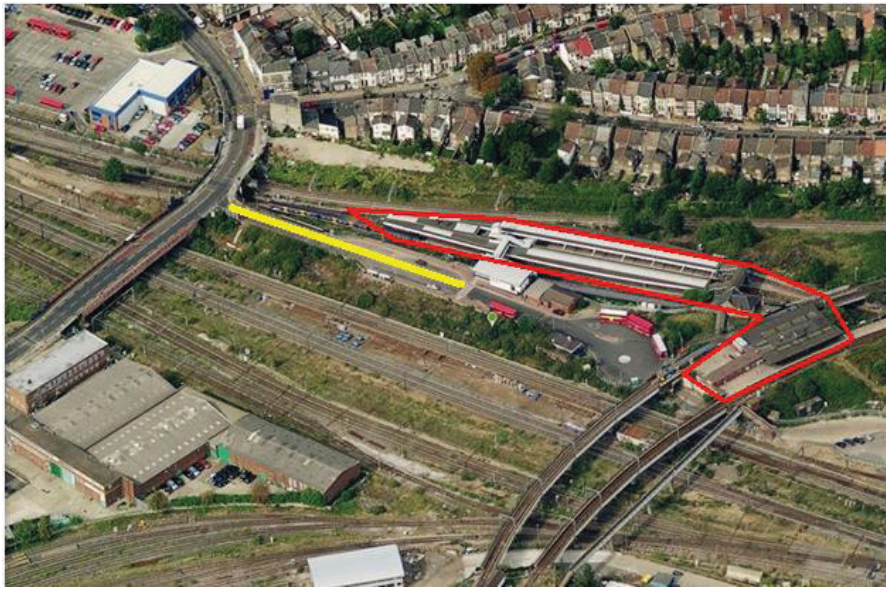
HS2 / Old Oak Common and Willesden Junction Station.

There are significant benefits to be reaped by Brent in relation to HS2 and a new interchange at Old Oak Common.

Presently there are two main issues, in the short to medium term the onus is on improving the poor conditions at the station & environs. Longer term, the issues relate to the (potential) barriers and maximising the opportunities to Brent associated with the associated with Old Oak Common proposals

At present, there is a 'rail connectivity team; looking at (i) new station to west (Acton Wells) connecting down onto OOC hub (this would connect with the North London line and provide the Dudden Hill line opportunity) and (ii) shifting North London & West London Lines to a new station next to HS2.

All this is very early days but, at present, officers can see little sign of HS2 or TfL prioritising access for Brent residents (currently provided for by Willesden Junction). This is of significant concern to the borough and we will strive to ensure that the project brings about ease of access via Willesden Junction. Ultimately, there is a risk that a new station at Old Oak Common could become a barrier to addressing the issues facing Brent residents rather than an opportunity.



Willesden Junction – a recognised 'interchange' station set in a poor urban realm. Large swathes of railway track and associated land take lead to accessibility and general environmental issue. The (split-level) station is outlined in red, the key access point 'Station Approach' is lined in yellow. It is critical that a new international High Speed Railway station at Old Oak Common (to the south) links by way of a travellator, similar to those operating in airports, illustrated here:

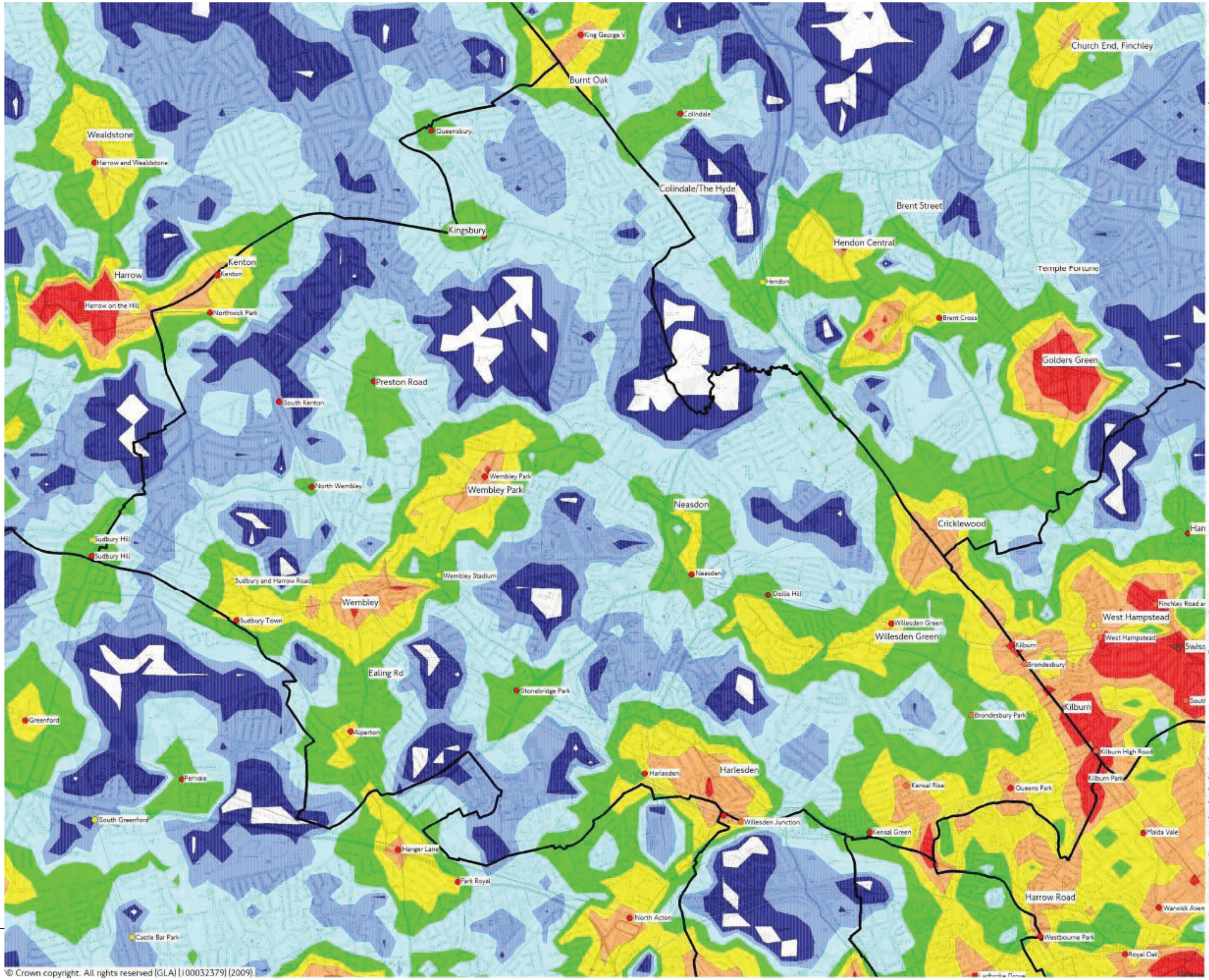
Buses.

Buses play a key role in west London, with six out of every ten trips made by public transport in the sub-region made by bus. They play an important role in providing access to jobs and services; access to town centres; connections to the wider public transport network and as a 'feeder' service to Tube and rail interchanges. All TfL buses are low-floor and a strategy to improve the emissions performance of buses in place: all buses now meet a minimum Euro 4 standard for particulate matter for exhausts and TfL is rolling out further hybrid and low emission buses into the fleet.

Bus Growth Areas.

Bus services in the west sub region are expected to see most increases in demand in the areas highlighted in the diagrams opposite:

- Metropolitan town centres such as Uxbridge;
- Opportunity Areas such as White City;
- Routes serving key regional interchanges such as Willesden Junction;
- Routes serving Crossrail stations, particularly those that will have high service frequencies such as Ealing Broadway;
- Routes serving Heathrow as part of plans for greater public transport mode share for employment.


King George V
Burnt Oak
Church End, Finchley
Colindale
Queensbury
Wealdstone
Harrow and Wealdstone
Colindale/The Hyde
Brent Street
Kingsbury
Hendon Central
Kenton
Harrow
Harrow on the Hill
Northwick Park
Hendon
Temple Fortune
Brent Cross
Golders Green
Preston Road
South Kenton
Wembley Park
North Wembley
Neasden
Cricklewood
Sudbury Hill
Sudbury and Harrow Road
Wembley Stadium
Wembley
Sudbury Town
Dollis Hill
Willesden Green
West Hampstead
Kilburn
Brondesbury
Ealing Rd
Stonebridge Park
Brondesbury Park
Greenford
Alperton
Kilburn High Road
Harlesden
Kilburn Park
Perivale
Kensal Rise
Queens Park
Willesden Junction
South Greenford
Kensal Green
Maida Vale
Hanger Lane
Park Royal
Harrow Road
North Acton
Warwick Aven
Castle Bar Park
Westbourne Park
Royal Oak

LB Brent

Public Transport Accessibility Levels

PTALs - 2010

PTALs

- 6b
- 6a
- 5
- 4
- 3
- 2
- 1b
- 1a

- National Rail Stations
- LU/DLR Stations
- Tramlink Stops
- Overground Stations

Data

LUL/DLR - 2008 base + Recent revisions

National Rail - 2008 base + London Overground + Recent revisions

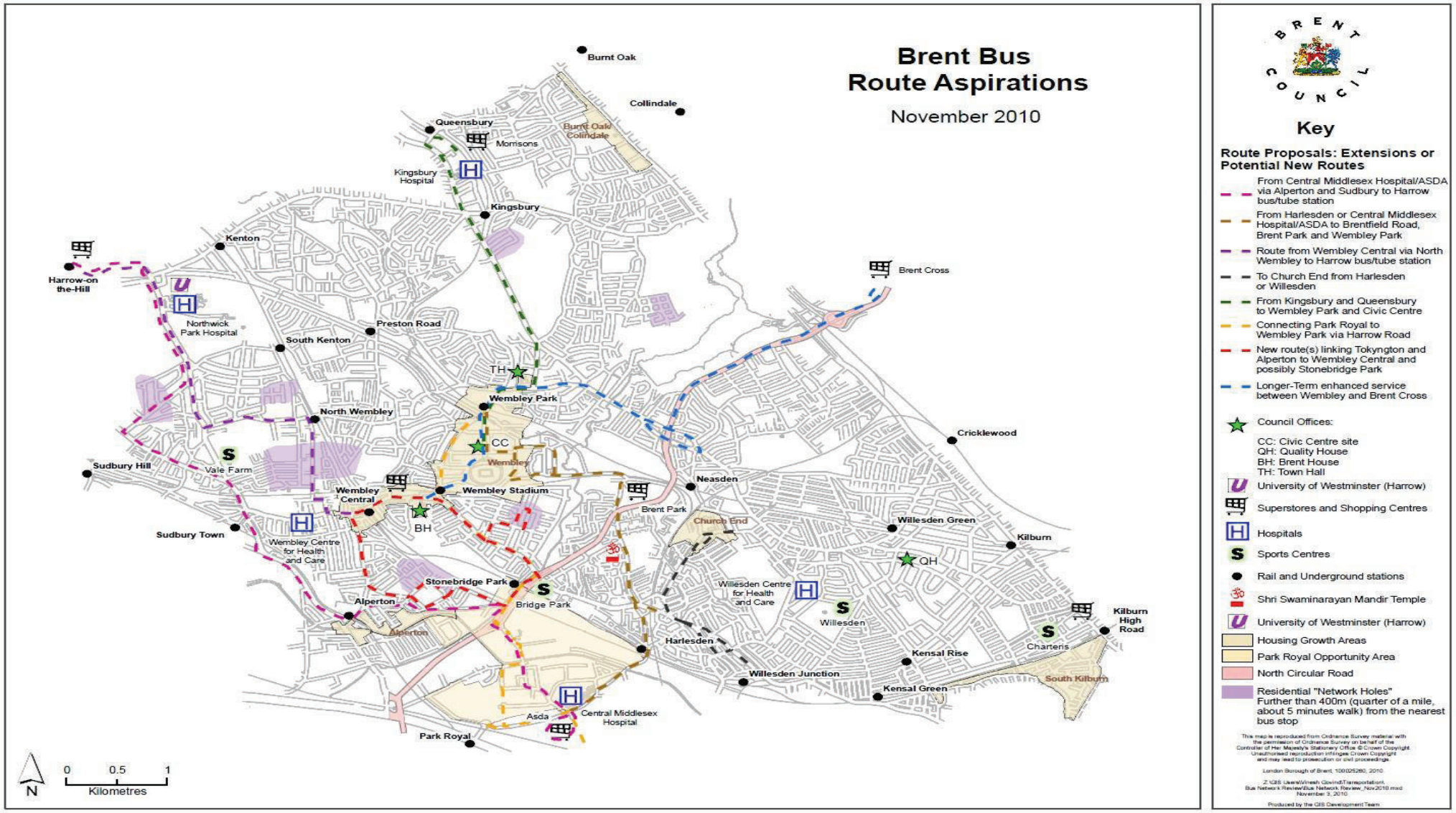
London Buses - April 2010 data

Notes

This map displays relative levels of access to the PT network, combining walk time to the network with service wait time. Results have been calculated for a 100m grid across London and converted into contours.

The map is designed to show indicative borough-wide PTAL levels. It is not suitable for assessing individual sites.

Transport for London


Brent Bus
Route Aspirations
November 2010
Burnt Oak
Collindale
Queensbury
Morrisons
Kingsbury Hospital
Kingsbury
Kenton
Harrow-on the-Hill
Northwick Park Hospital
South Kenton
Preston Road
TH
Wembley Park
North Wembley
CC
Wembley
Sudbury Hill
Vale Farm
Wembley Central
Wembley Stadium
BH
Sudbury Town
Wembley Centre for Health and Care
Stonebridge Park
Bridge Park
Alperton
Asda
Central Middlesex Hospital
Park Royal
Brent Cross
Cricklewood
Neasden
Brent Park
Church End
Willesden Green
Kilburn
QH
Willesden Centre for Health and Care
Willesden
Harlesden
Kilburn High Road
Charteris
Kensal Rise
Willesden Junction
Kensal Green
South Kilburn
N
0
0.5
1
Kilometres
Key
Route Proposals: Extensions or Potential New Routes
From Central Middlesex Hospital/ASDA via Alperton and Sudbury to Harrow bus/tube station
From Harlesden or Central Middlesex Hospital/ASDA to Brentfield Road, Brent Park and Wembley Park
Route from Wembley Central via North Wembley to Harrow bus/tube station
To Church End from Harlesden or Willesden
From Kingsbury and Queensbury to Wembley Park and Civic Centre
Connecting Park Royal to Wembley Park via Harrow Road
New route(s) linking Tokyngton and Alperton to Wembley Central and possibly Stonebridge Park
Longer-Term enhanced service between Wembley and Brent Cross
Council Offices:
CC: Civic Centre site
QH: Quality House
BH: Brent House
TH: Town Hall
University of Westminster (Harrow)
Superstores and Shopping Centres
Hospitals
Sports Centres
Rail and Underground stations
Shri Swaminarayan Mandir Temple
University of Westminster (Harrow)
Housing Growth Areas
Park Royal Opportunity Area
North Circular Road
Residential "Network Holes" Further than 400m (quarter of a mile, about 5 minutes walk) from the nearest bus stop

Brent Bus Route Aspirations:

In this sections, we explain the aspirations presented on the previous page, the November 2010 Brent Bus Route Aspirations map. We will lobby TfL to adapt / improve the bus network in Brent over the lifetime of LIP-2, for what is presented here represents the majority of wishes/requests from the public and businesses in the Borough.

1. Magenta line: **A new route from Central Middlesex Hospital/Asda Park Royal via Alperton and Sudbury to Harrow bus/tube station.**

This could be an extension of an existing route from Harrow bus station (such as H11 that links to Mount Vernon Hospital) or an entirely new route, possibly penetrating further into LB Harrow.

Benefits

- Links Northwick Park Hospital to points further south in Brent, following London Buses refusal to extend route 18 northwards from Sudbury.
- It provides a direct link between Northwick Park Hospital and Central Middlesex Hospital, which is requested by the managing hospital trust.
- It provides a link to Harrow from Harrow Road Sudbury and an entirely new link on Sudbury Court Drive, which is presently not on the bus network.
- It adds a second route through Alperton (one of the borough's Housing Growth Areas) and new connections for the area, and a more direct one to Central Middlesex Hospital/Asda Park Royal, when 224 is redirected by Twyford Abbey Road, The Diageo site at First Central and Coronation Road in 2012.
- It could replace the detour by route 224 from Mount Pleasant to Sainsbury's Alperton store.

2. Brown line: **From Harlesden or Central Middlesex Hospital/Asda Park Royal to Brentfield Road, Brent Park and Wembley Park.**

This will improve links along the Harlesden – Brentfield Road/ Great Central Way – Wembley Park corridor, serving the Swaminarayan Mandir Temple (the "Neasden Temple"), the Ark Academy and in due course the Civic Centre and further developments around the Stadium on the 'Quintain lands'.

3. Purple line: **From Wembley Central via North Wembley (along Harrowdene Road) to Harrow bus/tube station.**

Benefits

- A new link serving a 'Network Hole' (places further than 400m. from their nearest bus stop) in the area of Lancelot Crescent and parts of Harrowdene Road and Sudbury Avenue.
- A second direct link from Wembley to Northwick Park Hospital and Harrow, to relieve route 182.
- Better connections for North Wembley e.g. to Wembley Centre for Health and Care.

4. Black line: **To Church End from Harlesden or Willesden**

A long-standing request for an extension to provide more connectivity from Church End, for example extending route 6 or 98 from Willesden Garage (which both run along Oxford Street).

5. **Green line: From Kingsbury and Queensbury to Wembley Park and Civic centre site, across Fryent Way.**

This would provide a direct link from the north of the borough to Wembley Park and the Civic Centre and if connected to the 'Brown route' would give a direct link onwards to Neasden Temple in Brentfield Road, Brent Park superstores and Central Middlesex Hospital. This link is sought by the Civic Centre team at Brent council, the Temple 'elders' and the North West London Hospitals NHS Trust.

Benefits of combining 'Green and Brown'

- Provides a link to the 'Neasden Temple' from an area with a large Hindu population in the north of Brent.
- Provides a link from the Paddocks area of Wembley Park to Kingsbury shopping centre and superstores at Queensbury (Morrison's and B&Q).
- Fills a 'Network Hole' in the southern end of the Valley Drive area of Kingsbury.
- Opens up Fryent Country Park to wider public use.

6. **Orange line: connecting Wembley Park to Park Royal and Acton**

This originates from analysis work done in support of the Fastbus concept and the previous discussions held with London Buses, the focus now being to improve existing routes serving the area and make better use of the bus priority measures installed with Fastbus in mind. This would provide a direct and better link from Wembley Park to Central Middlesex Hospital/Asda Park Royal when PR2 ceases in March 2012.

7. **Red line: New route linking Tokyngton and Alperton to Wembley Central and possibly Stonebridge Park.**

A completely new route suggestion, designed to connect these two 'Network Holes' to Wembley Central and Stonebridge Park station, with an optional extension to Central Middlesex Hospital/ Asda; using small 'Hoppa' type vehicles due to the narrow roads and parking difficulties in Alperton and Tokyngton.

8. **Blue line: longer-term enhanced service between Wembley and Brent Cross**

A possible 'express/limited stop service' along the lines of the 'FastBus' proposal, to connect two expanding town centres and partially replace journeys on existing route 182.

Looking across the border - strategically important public transport corridors spanning Brent.

There is a raft of documentation supported by robust evidence that orbital public transport (predominantly bus-based) in North-West London, is poor. There is high level acknowledgement within the Greater London Authority, LDA and TfL, that orbital public transport, particularly spanning the Wembley Park – Park Royal – Ealing corridor, is slow and unreliable, particularly during the morning and evening peaks, and must be improved over the next 5-10 years.

With 10,000 new homes being constructed in the Wembley Park (growth point) area, Park Royal Business Park, the largest of its kind in Europe - set to expand and grow - and Ealing playing a major role as the largest Metropolitan town centre in the region coupled with the need for improved public transport links to future Crossrail/potential Old Oak Common (HS2) international hub, cumulates in adding significant (future) pressure on NW London public transport network.

Officers and Members at Brent Council are keen to ensure that the West London Sub-Regional Transport Plan presents an objective view of the transport planning needs of the sub-region. It is essential that the Plan acknowledges the boroughs aspirations and understanding of the short, medium and long term solutions to the problems. A key aspiration of LB Brent, Park Royal Partnership and LB Ealing is to attract people from their cars by providing faster bus services.

The following comprises a brief resume of existing reports/strategies which reinforce the need for an innovative, value for money, bus-based solution to a well documented problem within the Western sub-region.

The Mayor's Economic Development Strategy October 2009:

Proposal 5A – "Investing in London's future" (pg70-71, Para 5.9 – 5.16)

339. In terms of development in outer London, Proposal 5A advocates that the "Mayor will work with partners to strengthen the economy across London, including removing barriers to outer London fulfilling its potential, and to support the development of town centres in outer and inner London as hubs for their communities and local economies". An idea the proposal highlights as a possible approach is the "hub and spoke" model. This is when surrounding areas benefit from access to a strong economic centre. The document will also seeks to ensure outer centres are more readily accessible from surrounding areas by public transport, ideally through developing an orbital transport system to facilitate the anticipated growth of these centres, such as Ealing.

The TfL Interim Report on Challenges and Opportunities, West London, (February 2010) document stated:

40. "The key strategic orbital route through the sub-region is the A406 North Circular Road..."

66. "Additional orbital journeys around the region (for which there are currently relatively fewer public transport options) will likewise need to be addressed in order to prevent over-reliance on private transport."

117. "Analysis shows that although congestion is not widespread across the west London network, it primarily affects the west sub-region in the morning peak period and in particular on orbital routes where a number of hotspots can be identified."

The connectivity challenge for west London

247. "Orbital public transport travel within west London is mainly catered for by buses, with some additional rail connections provided in inner west London via the London

Overground network. Whilst the level of existing provision may be adequate to meet current demand levels it is important to consider how the demand for travel within west London will change as the public become more familiar with enhanced opportunities for orbital travel and employment and population grows. Furthermore, there will also be opportunities for increasing public transport usage on certain corridors to help reduce highway congestion."

Figure 88, Indicative Priorities, stated that the reason for the 'further investigation' of poor connections between Wembley and Ealing was because the corridor "was poorly connected by public transport" and that "Park Royal falls between these two key centres".

"X26 bus service (2010). As part of an experiment into orbital travel, this (Limited Stop/Express) bus service from Croydon to Heathrow has recently doubled in frequency from 2 to 4 buses per hour. This experiment is to be continued on a full-time basis."

The Mayor's Transport Strategy.

The Mayor's (May 2010) Transport Strategy emphasizes the importance of improving orbital public transport connectivity. Some extracts include:

Policy 7: seek to improve orbital connectivity in Outer London, "particularly between adjacent metropolitan town centres, where shown to be value for money."

3.1.3 London-wide travel: "...Orbital transport corridors are also important to overall levels of connectivity. In Inner London, these are relatively well-developed and will be enhanced further through the development of the London Overground network. However, in Outer London they are less developed..."

West London sub-region 72: "West London primarily comprises the boroughs of Hillingdon, Harrow, Brent, Ealing, Hounslow and Hammersmith & Fulham. It is home to four metropolitan town centres (Ealing, Harrow, Hounslow and Uxbridge), the largest industrial park in London (Park Royal), and the largest urban shopping mall in Europe. The population of the region is forecast to grow by 10 per cent to 1.6 million in 2031 (Based on GLA forecasts, 2010). While trips to central London are well-served by public transport (though often crowded), orbital links are far more limited. The region also includes Heathrow airport, the destination for more than 45,000 trips daily by London residents, of which over half are made by car."

4.2.2.6 Orbital connectivity 139: "London's transport system provides for orbital travel through existing orbital bus services, orbital London Overground and National Rail suburban services and orbital roads such as the North and South Circulars. However, planning and undertaking orbital journeys can still be difficult. The strategy will seek to improve Londoners' awareness of orbital public transport options as well as making improvements to the services themselves where value for money can be demonstrated. The strategy will also seek to improve orbital road links."

Brent's New Corporate Strategy.

Under the section titled "Protecting the Environment" (Page 9) of Brent's new (2010-2014) Corporate Strategy, available here:

http://www.brent.gov.uk/stratp.nsf/Files/LBBA310/$FILE/Corporate%20Strategy%202010-2014%20Brent%20Our%20Future.pdf

...states *"We are continuing to enhance the public realm, improving the state of our roads and pavements, and increasing road safety, particularly where it affects children.* ***In addition the council will lobby the Mayor of London on strategic transport issues which matter to Brent, including high-speed orbital bus based services connecting outer London town centres."***

Indeed, Brent's Chief Executive, Gareth Daniel (whom has chaired previous West London Alliance meetings under which sits the West London Strategic Transport Group – who oversaw the development the "Ten Point Plan for Transport in West London") - is strongly supportive of the concept.

The Outer-London Commission.

The West London Alliance (WLA) response to the outer-London Commission's (2010) findings, stated:

"Crucially, the future approach to growth of economic activity - and housing - must be allied to the way in which transport networks are developed and the need to minimise commuting and pressure on the system. That also requires a broader based consideration of the network outside the CAZ. The past pre-occupation with radial capacity into the CAZ to the near exclusion of all else has failed to exploit the potential for growth in inner and outer London, where improved

orbital capacity is needed."

"Given the link already established by the GLA between public transport infrastructure investment and employment growth we specifically seek investment in sub-regional radial public transport spokes to our main radial transport system to support employment growth in town centres and employment areas; leveraging existing and planned infrastructure (e.g. Crossrail) where appropriate. Extension of these radial spokes could determine selective routes that meet orbital journey gaps in suitably attractive public transport e.g. Wembley – Park Royal – Acton Main Line – South Acton."

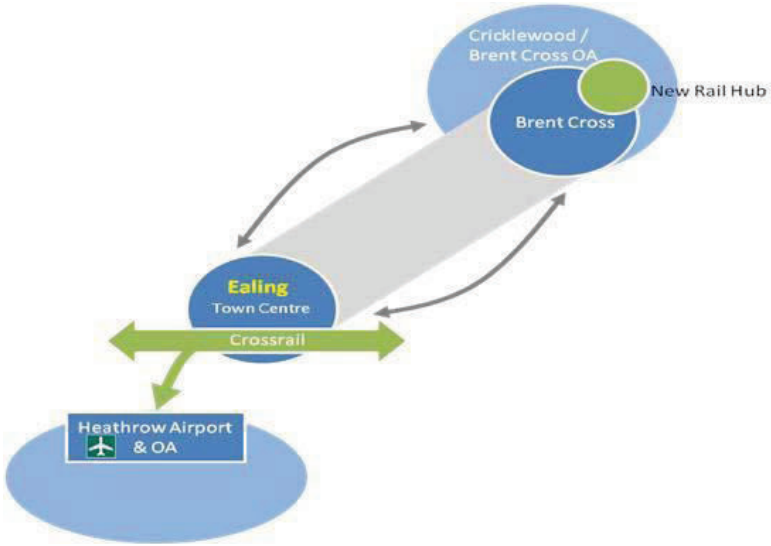
The West London Ten Point Plan.

The West London Ten Point Plan, developed jointly by the London Boroughs of Ealing, Harrow, Brent, Hounslow, Hillingdon and Hammersmith & Fulham, available here, http://www.westtrans.org/documents/Latest%20News/Ten-Point%20Plan%20Jul07%20.pdf explicitly stated that:

"Point 3/10: Facilitating Orbital Movement:

Most of the major transport routes in West London provide for radial movements to and from central London. However orbital movements are generally poorly served. This has a major detrimental effect on communities across the sub-region, limiting options to access the opportunities for jobs, education, healthcare, shopping and leisure that are widely distributed across West London. We will work to secure improved orbital transport facilities and services, such as the FastBus proposal."

In light of all of the above, which is by no means exhaustive or comprehensive in it's coverage of all documentation which has covered the subject, it was particularly disappointing to note in the Sub-Regional Transport Plan (West), distributed prior to and discussed at the 18th November West London Liaison meeting, that whilst the document continued to acknowledge the problems, the list of potential solutions had been considerably 'watered down', as follows:



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Ealing – Brent Cross

Brent Cross is forecast to see enormous population growth – providing good access to Ealing, where population is set to grow, and the Great Western Mainline is important.

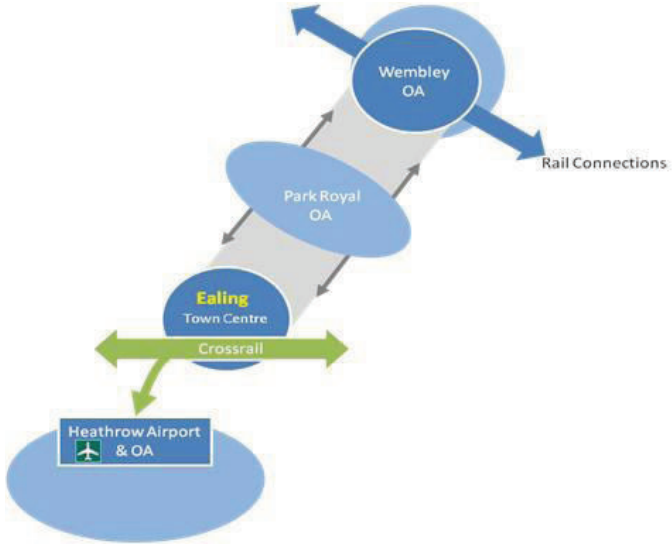
Currently, the journey time by public transport is not competitive; it takes 20 minutes by car or nearly 1 hour by public transport. There are existing direct bus services, but the journey time exceeds an hour at peak times.

Potential solutions

Short term
• Encourage more journeys by cycling through smarter travel measures

Medium term
• Cycle infrastructure enhancements
• Review feeder bus services to Crossrail at Ealing Broadway

Long term
• New orbital rail link
• High Speed 2 Interchange at Old Oak Common allowing services from GWML to Cricklewood



Existing links along this corridor are bus-based and these services will come under pressure from three main sources.

Firstly, Ealing Broadway will become a more significant transport node with Crossrail and potentially a gateway to Heathrow Airport and Opportunity Area.

Secondly, Wembley is a major destination for employment and events and demand will increase as the Opportunity Area is further developed.

Thirdly, the Wembley-Ealing corridor includes Park Royal – a major employment area and an Opportunity Area in the London Plan. Consequently, over time, there will be a need to strengthen and enhance these bus services. In the longer term, the rail hub at OOC have the potential to serve this area.

Potential solutions

Short term
- Develop work place travel plans to encourage more car sharing / cycling, e.g. at Park Royal;
- Investigate whether signalised junctions on the A406 can be optimised / linked.

Medium term
- Cycle infrastructure enhancements;
- Bus infrastructure improvements between the two town centres, via Park Royal

Long term
- High Speed 2 interchange at Old Oak Common, allowing interchange between WCML and GWML.

As this (draft) LIP-2 is being developed, officers at Brent are in discussion with TfL and the West London Liaison Group, to 'firm up' the solutions that will feature in the final version of the West Sub-regional Transport Plan.

Brent Council, the Park Royal Partnership and other WestTrans partners are in agreement that it is not acceptable that cycling measures are proposed to fill the void of poor public transport connectivity/efficiency and cater for an entirely different audience altogether. Officer and Members alike believe that without such medium-term aspirations/solutions appearing the sub-regional transport strategy, the consequences will be nothing less than 'more of the same and worse' - more cars, slower buses, and a place where operating an efficient and viable business becomes unappealing, if not impossible

Improving Cycling in Brent.

Two Barclays Cycle Superhighways (routes 9 & 10) are set to be installed in the region, with two others bordering (routes 11 and 8) bordering it to the north and south respectively. A number of west London boroughs are Biking Boroughs and are planning their investment in order to encourage more cycle trips. Ealing for example, are planning to develop a cycle 'hub' around Ealing Broadway.

This investment will improve access to central London as well as to key places within the region. It will make orbital journeys easier and improve the urban realm for walking and cycling. There may also be potential to expand the Barclays Cycle Hire scheme or similar to areas outside central London, subject to funding.

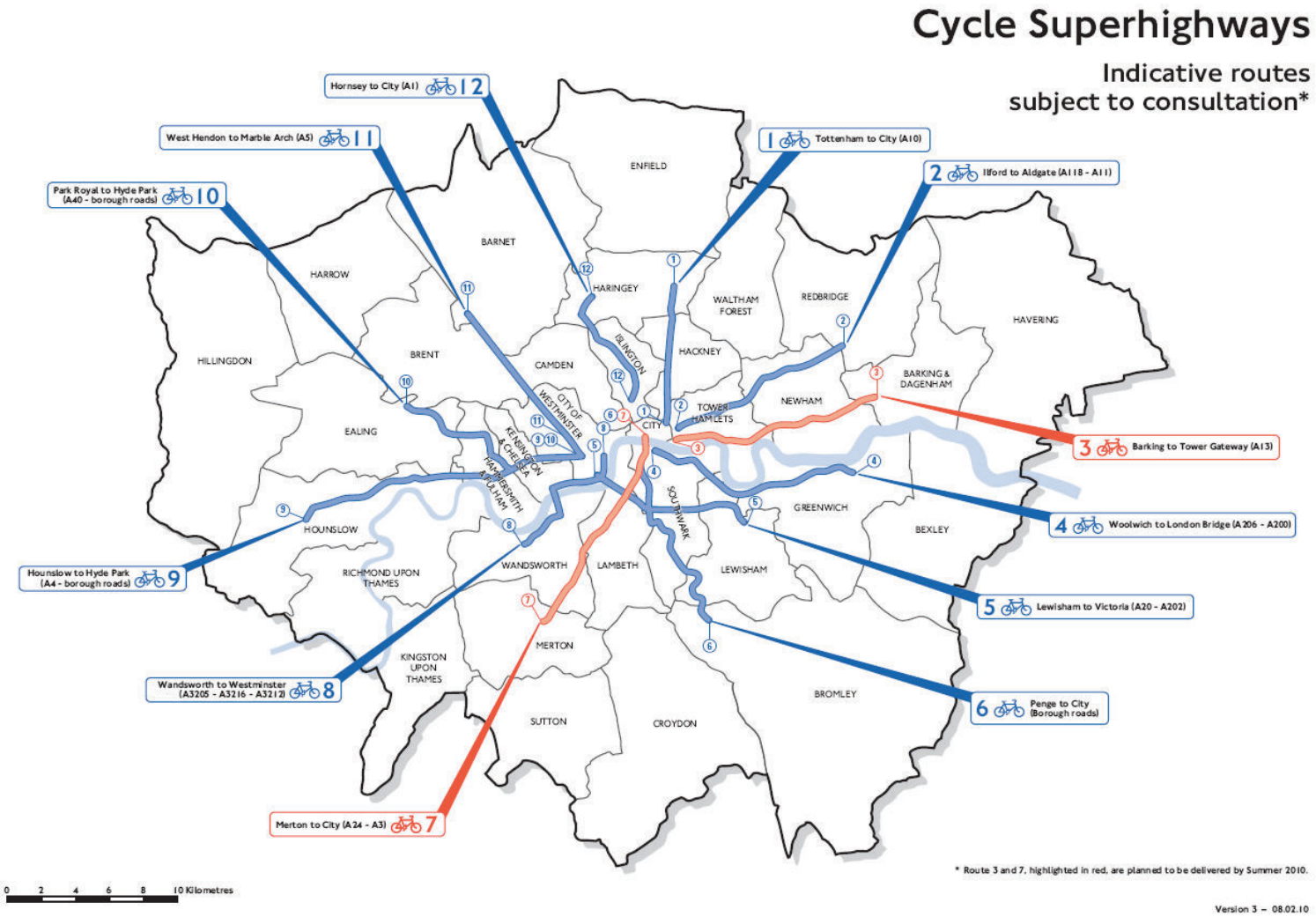
Cycling Improvements

Cycle Infrastructure Enhancements

The table below shows corridors along which journeys are potentially quicker to cycle than to use public transport. TfL will work with the relevant west London boroughs to look at enhancing cycling conditions along these corridors to improve connectivity as well as increasing cycle usage to contribute towards meeting the Mayor's 5% mode share target for cycling. Four out of the five corridors, highlighted in red, are the selected priority corridors for the sub-region. Southall to Harrow is also an important corridor and solutions to increase cycling levels should be pursued. Two of the five corridors feature Ealing – an area identified as having the highest level of potentially cycleable trips outside central London.

Corridor	Distance (crow fly) km	Time taken to cycle (mins)	Peak PT Journey Time (mins)
Wembley – Ealing	5.7	c. 25	c. 60
Brent Cross – Ealing	8.9	c. 35	c. 60
Hammersmith – Clapham Junction	5.1	c. 25	c. 60
Southall – Harrow	8.5	c. 35	c. 60
Heathrow - Uxbridge	8.6	c. 35	c. 40

Cycle Superhighways in Brent.


Cycle Superhighways
Indicative routes
subject to consultation*
Hornsey to City (A1) 12
West Hendon to Marble Arch (A5) 11
Park Royal to Hyde Park (A40 - borough roads) 10
1 Tottenham to City (A10)
2 Ilford to Aldgate (A118 - A11)
3 Barking to Tower Gateway (A13)
4 Woolwich to London Bridge (A206 - A200)
5 Lewisham to Victoria (A20 - A202)
6 Penge to City (Borough roads)
Wandsworth to Westminster (A3205 - A3216 - A3212) 8
Hounslow to Hyde Park (A4 - borough roads) 9
Merton to City (A24 - A3) 7
ENFIELD
BARNET
HARROW
HILLINGDON
BRENT
EALING
HOUNSLOW
HARINGEY
ISLINGTON
CAMDEN
CITY OF WESTMINSTER
KENSINGTON & CHELSEA
HAMMERSMITH & FULHAM
CITY
WALTHAM FOREST
REDBRIDGE
HACKNEY
TOWER HAMLETS
NEWHAM
BARKING & DAGENHAM
HAVERING
GREENWICH
SOUTHWARK
BEXLEY
LEWISHAM
WANDSWORTH
LAMBETH
RICHMOND UPON THAMES
KINGSTON UPON THAMES
MERTON
SUTTON
CROYDON
BROMLEY
0 2 4 6 8 10 Kilometres
* Route 3 and 7, highlighted in red, are planned to be delivered by Summer 2010.
Version 3 – 08.02.10

Electric Vehicle Charging Points.

In February 2010, Brent Council responded to the consultation regarding London's Electric Vehicle Infrastructure Strategy – "Turning London Electric6".

Brent Council welcomed the document and supports the principal of Electric Vehicles and the need to expand the supporting infrastructure in anticipation of consumer take-up of these vehicles, which is widely anticipated from 2011 onwards. The Council did not have any significant concerns or questions relating to the aspirations or principles presented in the strategy and the general approach for facilitating the increased take up of electric vehicles by people living and/or working, in London.

Indeed, the Council acknowledges that the technology is proven to have a significantly reduced 'Well to Wheel' carbon footprint/CO2 emissions than traditional fuels - such as petrol and diesel - and is the most appropriate of the 'emerging technologies' to embrace and support on a larger scale, both in London and beyond.

The Council is actively involved on the TfL/London Council's "Electric Vehicle Core Delivery Group", which is assisting in the development/delivery of electric vehicle charging infrastructure across London. Indeed, Brent Council was one of the first to install a 'kerb-side' charging point in the Borough, number of years ago. Looking forward, Brent has identified funding for a programme of (trial) publically available Electric Vehicle Charging Points (EVCPs) in the borough, for 2010-2011, and beyond, covering the lifetime of this LIP document.

It has been broadly acknowledged by the GLA/TfL that there is lack of public confidence and information about the increasing product range of electric

6 xxxxxxx

vehicles that are becoming available to the consumer. Issues of particular note are the more technical aspects of these vehicles such as charging abilities and supporting infrastructure, and more pertinently, the range of these vehicles. Such issues are perhaps more easily and successfully overcome through marketing campaigns at a central/London Government level as opposed to a local authority level.

Brent Council also supports the general consensus held by the GLA that there is a need to encourage (Central) Government to take active steps towards ensuring a standard towards electric charging infrastructure, in order to ensure access to, and interoperability between, charging points across the UK.

In 2010-2011, Brent Council is set to introduce Electric Vehicle Charging Points (EVCPs) at two off-street (Council Car park) locations. These car parks are located in Harlesden and Wembley. More information at the plans for electric vehicles and supporting infrastructure in London can be found at: www.sourcelondon.net/source-london

Highways Asset Management Plan (HAMP).

Continuing growth in traffic and its attendant problems has brought an increasingly widespread recognition of the importance of efficient and diligent highway maintenance, and the high value placed on it both by users and the wider community. Conversely, public concern about highways maintenance, not just in London but across the UK, is increasingly focussed on the (perceived) failures of local authorities to invest adequately and effectively in highway maintenance. Much has been made in local and national press about the implications of this for safety and journey reliability - particularly following the harsh 2009/10 Winter season.

It is commonly accepted that inadequate maintenance only stores up even greater problems for the future. The general upward-trend in investment over the previous generation has been welcome and effective, but a sustained long-term programme of investment in maintenance of the local highway network is crucial. This is made all the more important during this period of economic challenges as we approach the autumn 2010 Comprehensive Spending Review and the forthcoming (2011-12) financial year. Investment needs to be sustained, planned, and efficiently managed, as well as being supported by effective technical and supporting management systems.

A proportion of annual capital and revenue spending programme is for improvements to those sections of carriageway and footway that have been identified as being in the greatest need. These improvements are targeted at borough roads for which no external funding is available.

Like all London boroughs, the Council receives funding annually for maintenance investment on the principal road network from Transport for London, via the Local Implementation Plan Annual Funding Application.

The sections of carriageway and footway that are chosen are based on the findings of an independent condition survey currently led, on behalf of Transport for London, by the London Borough of Hammersmith and Fulham. A specialist contractor in highway condition surveys is assigned the task of surveying a list of pre-determined roads.

The roads to be surveyed are based on the following:

- Nominations from Councillors;
- Requests from Brent residents and other users of the highway network, which are supported by highway engineers as meriting inclusion;
- Recommendations from highway engineers.

The survey findings are produced in two lists, which gives a defect rating against each section of carriageway and footway inspected. Senior officers then analyse the findings for the 'top tier' of worst sections listed in these reports. Of the total number of roads surveyed, the budget available will only permit a small percentage of roads being included in the annual major works programme.

Following this analysis, these roads are then prioritised according to specific criteria:

- Structure;
- Safety implications;
- Degree of usage.

Costings are then taken to evaluate how many of these 'top tier' roads can be improved, given the total budget available for carriageway resurfacing and footway reconstruction schemes.

In addition to the major works programme, a smaller budget is available in order that planned and responsive repairs to minor defects on footways and carriageways can be undertaken.

Mindful of the above, and putting to one side the uncertainty relating to future levels of investment in the maintenance of the highways network and combined assets, the Council is continuing to develop Highways Asset Management Plan (HAMP).

The HAMP sets out objectives and targets for delivery, procedures for efficient management of the asset lifecycle, and a programme of improvements, for all parts of the highways network. The HAMP covers all elements of the highway infrastructure managed by the council; from roads and footways through to street-lighting, trees and verges, ensuring that a safe, usable and sustainable network is provided for all. Once completed, the HAMP should become an essential tool in ensuring the maintenance of a high quality public realm.

The Highway Asset Management Plan (HAMP) sets out an overview of the policy drivers and investment decisions that affect maintenance of the highways network. The HAMP demonstrates and informs the process of keeping the road network safe and serviceable while achieving value for money.

Key issues, considerations and conclusions are be identified regarding effective and efficient maintenance of these roads and associated assets, and continuous improvement actions (C.I.A's) for the future are presented.

In summary, being aware of and successfully maintaining vital assets forms the cornerstone of asset management, which is a strategic approach to planning and managing investment over the whole life of the asset so as to ensure better value for money. For example, sufficient capital investment in highway assets – for instance, timely resurfacing or reconstruction of the carriageway, rather than continued patching – can achieve both a smoother ride and less traffic disruption, and do so at a lower total cost.

A key part of the HAMP linking through to the overarching Mayoral Policy framework and context, summarises the framework of London Mayoral plans and strategies which set the high-level context for the decisions TfL makes in the management of its assets - and the way it expects boroughs to do the same, reflecting the fact that boroughs are the recipients of significant annual TfL Funding. The part of the HAMP will connect these high level commitments to strategies issued by TfL and other locally agreed (borough) aspirations and also to the individual guidance and contractual documents which serve to implement such strategies.

Traffic Signal Removal.

TfL's objective of this initiative is to reduce congestion and associated delays through the removal of /modification to inefficient/ineffective and or outdated traffics signals

Brent shares TfL's aspirations to reduce congestion on our network where it can be undertaken in a safe practical and cost effective manner without undue negative impact on more vulnerable road users or more sustainable modes of transport. However, TfL accept:

- That the borough were free to look at any sites they wanted to and those selected were not set in location or number
- That there was a need for design and consultation of any location and that the intention was that the proposals offered real benefits
- That if the community/authority did not support any specific proposal that Tfl would not force through the removal of the signals
- That the processes around traffic signals were going to make it far more difficult to install new sets of traffic lights.

TfL have suggested that they will look more favourably on future signal schemes on those authorities who were supportive of this initiative and that a one in/one out type of initiative may exist. Essentially, the Mayor/TfL are looking for no future growth in the number of traffic signals.

Prior to discussions with the Greater London Local Authorities, TfL has identified, and put into the public domain, 145 sites within London for consideration for removal. 7 of these were within Brent, 6 on borough roads the other on the TRLN.

The original full list of TfL published sites is listed below. 28/190 is actually the junction of Neasden Lane North/Blackbird Hill/Quainton Street and Braemar Avenue.

Brent junction Borough 28/000026 Willesden Lane - The Avenue - Cavendish Road

Brent junction Borough 28/000029 Brondesbury Park / Sidmouth Road

Brent junction Borough 28/000030 Brondesbury Park / The Avenue

Brent junction TLRN 28/000113 Fleet water Business Centre (formerly Brentwater Estate) Northbound

Brent pelican Borough 28/000121 Brondesbury Park by Christchurch Avenue

Brent junction Borough 28/000173 Coles Green Road / Crest Road / Oxgate Lane

Brent junction Borough 28/000190 Neasden Lane / Quainton Street / Braemar Avenue

The Way Forward

In light of the above, Brent:

- Will be supportive of the initiative by identifying a reduced list of potential sites where removal of the signals offer real benefits through either reduction in congestion with minimal negative impacts or the opportunity for real improvements through the introduction of alternative measures.

- Will seek funding from TfL to undertake investigations and design and if a viable scheme is developed undertake public consultation.

- Subject to the outcomes of the consultation seek funding from TfL to implement the schemes

An initial investigation has identified 3 potential sites (half of the originally proposed 6 borough sites). These are listed below. In specific regards to the Blackbird Hill/Neasden Lane/Quainton Street junction; this is a known congestion blackspot along the route. However the signals contain necessary pedestrian facilities and assist traffic exiting the side roads. What would be considered at this location would be a simplification to the existing staggered crossing roads signalisation to a similar signalled T junction with the aim of achieving a more efficient arrangement maintaining pedestrian facilities.

			PROPOSED SITES	
Junction	Borough	28/190	Neasden Ln / Quainton St / Braemar Av	Existing staggered crossroads, possible reduction to a signalled T-junction
Junction	Borough	28/138	Abbey Road / Bestway	Signalled T- junction servicing an industrial area. Possible conversion to priority arrangement.
Pelican	Borough	28/183	Stag Ln nr Grove Pk	Pelican crossing possible conversion to Zebra.

Section 3: Delivery Plan 2011-2014

Local Implementation Plan Funding for 2011/12 to 2013/14

xxx All London boroughs receive a fixed block of capital funding from Transport for London (TfL) on an annual basis. This financial support is made available through section 159 of the GLA Act. The funding is allocated to two key themes/groups of projects including Corridors & Neighbourhoods and Smarter Travel. Annual funding is also received for highways and structural (bridges) maintenance, and a fund for 'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1million.

xxx The amount of funding allocated to each borough is determined through a funding 'formula' that uses a number of metrics to establish 'need' on a consistent basis across all 33 London boroughs. The funding is provided to boroughs to deliver schemes that address key Mayoral objectives[7] which reflect local priorities.

xxx Previously, separate allocations were made for these two programmes: *'corridors/neighbourhoods'* and *'smarter travel'*. This division of funding supported the delivery of infrastructure improvements (e.g. bus stop accessibility & public realm improvements would be funded from corridors & neighbourhoods), whilst behavioural change activities (e.g. road safety education) and other sustainable transport (softer measures) would receive funding from the smarter travel. However, in order to provide greater flexibility and local accountability, it is proposed to provide a single 'block grant' for formula funding, to be renamed 'Corridors, Neighbourhoods and Supporting Measures', commencing in the 2011-2012 financial year.

xxx TfL advised boroughs of their settlement on 4th November 2010, having advised the Chair of London Council's on 3rd November. Following the Spending Review 2010 (SR10) the overall support available to boroughs through the LIP process has been reduced to reflect the new profile of the "General Grant" TfL receives from DfT. This equates to an overall (London-wide) reduction in LIP funding of **£4.0m (-3%)** in 2011/12, **£8m (-5%)** in 2012/13 and **£18m (-12%)** in 2013/14. The implications for Brent are as follows:

- There is a (London-wide) LIP Capital Funding decrease of £4m (-3%) for 11/12, £8m (-5%) for 12/13 and £18m (-12%) for 13/14 on pre-CSR allocations (of £150m pa for 3 years)
- However, for Principal Road Maintenance – there is no decrease (c£15m p.a. London-wide)
- Bridges – re-profiled to avoid 2012 (Olympics) and reduced
- Major Schemes – slightly lower increase than envisaged
- Discretionary funding – no change
- As summarised below, the implication for Brent is an **11%** decrease in funding for 2011/12, **14%** decrease for 2012/2013 and **23%** decrease for 2013/14 (based on the 2010/11 as a base-line).

xxx In respect of the first year of the LIP-2 programme (2011-2012), Brent, in consultation with TfL, will need to review the 2011/12 programme to identify reductions of c£120k in Corridors/Neighbourhoods and Smarter Travel, so as to adjust the programme to the revised allocation. The review will need to encompass the 12/13 and 13/14 programme – particularly since

[7] See Appendix one for a table demonstrating the LIP-2 Mayoral Objectives and Goals.

schemes span financial years. That analysis will need to be completed by the end of December 2010.

Table 1. Brent Summary*

Funding type	10/11 allocation (£k)	Pre-CSR allocation 11/12 (£k)	Post-CSR allocation 11/12 (£k)	12/13 (£k)	13/14 (£k)
Principal Road Maintenance	622	740^	591	600 (est.)	600 (est.)
Corridors	1574	1820			
Neighbourhoods	1148	640			
Smarter Travel	406	368			
Sub-total		2828	2711	2600	2229
Discretionary	100	100	100	100	100
Total	**3850**	**3668**	**3402**	**3300**	**2929**
Reduction on 10/11	-	5%	11%	14%	23%
Reduction on previous year			11%	3%	11%
Reduction on anticipated			7%^ (inflated by 11/12 overbid on maintenance)		

**Excludes Bridges & Major (formerly ABS) Schemes*

xxx Major Schemes: The Major Schemes programme supports larger projects (of more than £1m in value) which meet the principles of the Mayor's *Better Streets* agenda. Funding is awarded through a competitive bidding process. Following SR10 it is proposed to support a slightly smaller increase in funding in 2012/13 and 2013/14 than was previously announced (to £26m in 2011/12 and then £27m in the following two years). This will enable all the current committed Major Schemes to be progressed, together with support for a limited number of new schemes. Officers are working to secure funding for Harlesden Town Centre from this fund. There is, however, no certainty attached to securing the funding.

xxx Borough 'discretionary' budget: Since 2009/10, £100k/borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act. The discretionary budget has proved very popular with the London boroughs and it is proposed to retain the discretionary funding at the current level.

The following table presents how the majority of TfL LIP-funding will be invested over the lifetime of LIP-2. This will be reported to the February 2011 Highways Committee in advance of the 2011-2012 financial year and is based on the latest (post Comprehensive Spending Review) settlement/letter that Brent Council has received from Transport for London.

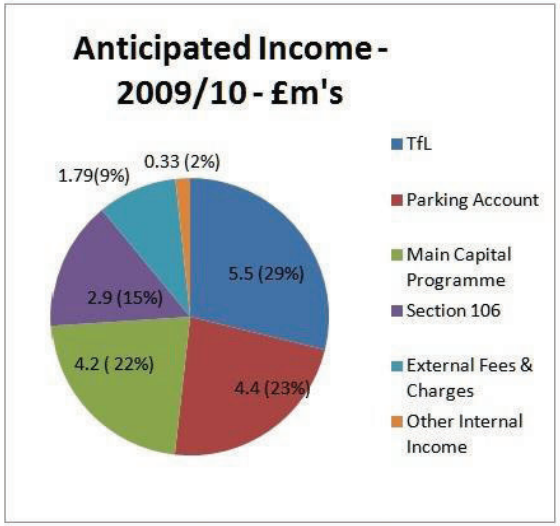
Programme areas		Funding source	Ongoing scheme?	Funding (£,000s)				MTS goals					LIP objectives
				2011/12	2012/13	2013/14	Total	growth	life	security	es for all	change	
Corridors and Neighbourhoods	CO - A5 Corridor, integrated transport interventions	LIP allocation	✓	100	300	300	700	✓	✓	✓	✓	✓	to be completed in advance of submission to TfL on 20/12/10
	CO - Blackbird Hill – Neasden Lane North - Tanfield Avenue - Crest Road	LIP allocation	✓	130	150	150	430	□	✓	✓	□	□	
	CO - Chamberlayne Road (Kensal Rise) STC	LIP allocation	✓	100	100	0	200	✓	✓	✓	□	□	
	CO - Chichelle Road (From Melrose Avenue to Cricklewood Broadway) road danger reduction interventions	LIP allocation	□	15	80	0	95	□	✓	✓	□	□	
	CO - East Lane, St.Augustines Ave area / Preston Rd end. (Road danger/congestion reduction interventions)	LIP allocation	✓	80	0	0	80	□	✓	✓	□	□	
	CO - Ealing Road (north) - from Bridgewater Rd to High Rd, Wembley inc. High Rd Wembley Jctn with Lancelot Rd.	LIP allocation	✓	20	200	200	420	✓	✓	✓	□	□	
	CO - Harlesden Town Centre Major Scheme	LIP allocation	✓	150	150	150	450	✓	✓	✓	✓	✓	
	CO - Harrow Road, Wembley (from Tring Avenue to Point Place)	LIP allocation	✓	100	0	0	100	□	✓	✓	□	□	
	CO - Park Lane - Wembley Park Drive	LIP allocation	✓	100	0	0	100	□	✓	✓	□	□	
	CO - High Rd Wembley - Wembley Hill Rd - Empire Way - Bridge Rd; Olympic 2012 Interventions	LIP allocation	□	600	50	50	700	✓	✓	✓	✓	□	
	CO - Wembley Area (Olympics 2012) Legible London Pedestrian Way finding Intervention	LIP allocation	□	30	10	0	40	✓	✓	□	✓	□	
	CO - Willesden Green STC (High Rd Willesden - Willesden Lane Jctn - Walm	LIP allocation	✓	180	200	100	480	✓	✓	✓	✓	□	

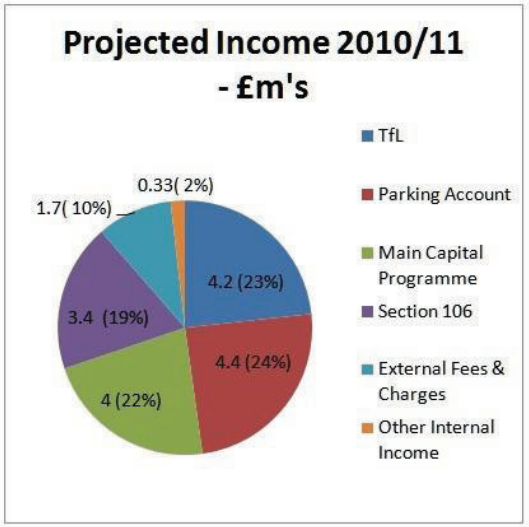
	Lane)											
	CO - Kenton Road - Orchard Grove - Preston Hill (Road danger reduction interventions)	LIP allocation		20	80	0	100		✓	✓		
	CO - High Road, Willesden - Brenthurst Road - Cobbold Road (Road danger reduction interventions)	LIP allocation		25	100	0	125		✓	✓		
	CO - Dudden Hill Lane - Burnley Road - Chapter Road (Road danger reduction interventions)	LIP allocation		30	100	0	130		✓	✓		
	CO - Preston Road - Elmstead Avenue (Road danger reduction interventions)	LIP allocation		0	50	0	50		✓	✓		
	CO - Bus Stop Accessibility Programme	LIP allocation		90	90	90	270		✓	✓	✓	
	CO/NH - Design/consultation funding for future year Corridor & Neighbourhoods projects	LIP allocation		45	50	50	145	✓	✓	✓	✓	
	NH - Cairnfield Avenue Area	LIP allocation	✓	190	0	0	190		✓	✓		
	NH - Mora and Temple Road Area	LIP allocation	✓	150	0	0	150		✓	✓		
	NH - Sudbury and Harrow Road (Small Town Centre Area)	LIP allocation	✓	100	100	10	210	✓	✓	✓	✓	
	NH - Rugby Avenue - Sudbury Avenue - Harrowdene Road Area	LIP allocation		30	200	10	240		✓	✓		
	NH - Donnington Road - Peters Avenue - Holland Road Area	LIP allocation		30	200	10	240		✓	✓		
	NH - Chevening Road - Harvist Road Area - merge TMO with Aylestone Avenue Area ZO	LIP allocation		0	30	200	230		✓	✓		
	NH - Car Clubs – TMOs, signs and lines	LIP allocation		15	15	15	45	✓	✓		✓	
	NH - Future of Electric Vehicle Charging Points (EVCPs) and Car Clubs in Brent - Study	LIP allocation		15	5	0	20	✓	✓		✓	✓
	NH - Installation of Electric Vehicle Charging Points (EVCPs)	LIP allocation		30	60	100	190	✓	✓		✓	✓
	NH - Environmental health initiatives	LIP		10	10	10	30	✓	✓			✓

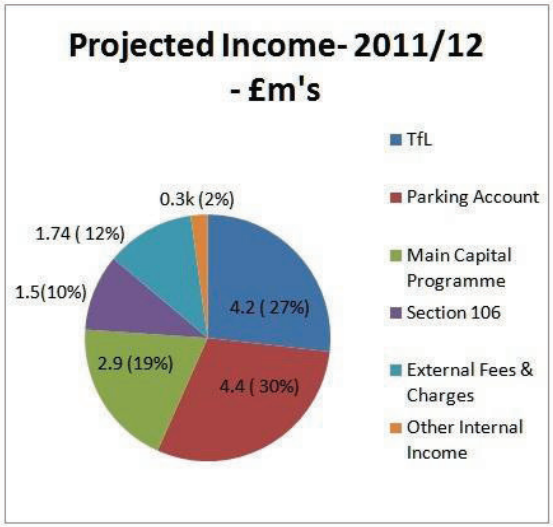
		allocation											
	NH - Urban Realm / Street Trees	LIP allocation		10	10	10	30	✓	✓			✓	
	NH - Parking and general waiting & loading reviews	LIP allocation		30	30	30	90			✓		✓	
	LIP-2 Policy: 11/12 cycling screen-line analysis and pedestrian dwell-times study	LIP allocation		10	0	0	10	✓	✓		✓	✓	
	N&C Wembley Regeneration - North End Road					350	350						
	N&C Wembley Regeneration - Wembley Triangle					50	50						
	LIP-2 Policy: Development, progress monitoring & LIP Annual Report	LIP allocation		20	20	20	60	✓		✓	✓	✓	
Smarter Travel	**ST - School Travel Plans (engineering measures)**	LIP allocation		160	100	100	360			✓		✓	
	ST - School Travel Plans (non-eng' measures) programme	LIP allocation		25	25	25	75			✓	✓	✓	
	ST - *"Bike It"* project, Sustrans/Brent	LIP allocation		30	30	30	90			✓	✓	✓	
	ST - Policy development of Brent *Biking Borough* project	LIP allocation		10	5	5	20		✓	✓	✓		
	ST - Transport policy & travel awareness programme	LIP allocation		10	10	10	30			✓	✓	✓	
	ST - Education, Training & Publicity (ETP) initiatives	LIP allocation		20	20	20	60			✓	✓		
	ST - Adult & child cycle training programme	LIP allocation		60	60	60	180			✓	✓	✓	
	ST - West-sub region Travel Planners	LIP allocation		18	15	15	48	✓			✓	✓	
	ST - Workplace Travel Plans – Brent-wide	LIP allocation		10	10	10	30	✓			✓	✓	
	ST - School Buses Escort Programme	LIP allocation		30	30	30	90			✓	✓		
Integrated transport total				**2,828**	**2,695**	**2,210**	7,733						
tena	**RO - A4089 Wembley Park Drive(from Park Lane to Elmside Road)**	LIP allocation		130	0	0	130		✓	✓			

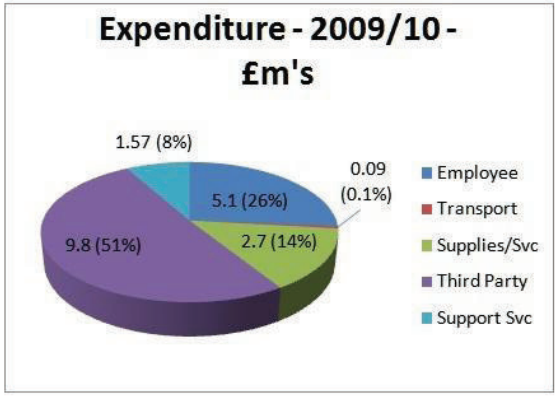
	RO - A404 Watford Road (Hospital exit to Golf course entrance)	LIP allocation	□	120	0	0	120	□	✓	✓	□	□
	RO - A4003 Willesden Lane (from Mapesbury Road to Cavendish Road)	LIP allocation	□	83	0	0	83	□	✓	✓	□	□
	RO - A4005 Bridgewater Road (from Cemetery to Clifford Gardens)	LIP allocation	□	90	0	0	90	□	✓	✓	□	□
	RO - A4089 Ealing Road(Mount Pleasant to Stanley Avenue)	LIP allocation	□	235	0	0	235	□	✓	✓	□	□
	RO - A4088 Forty Avenue(from The Avenue to Brook Avenue)	LIP allocation	□	81	0	0	81	□	✓	✓	□	□
	RO - 2012-13 Plus		□	0	740	740	1,480	□	✓	✓	□	□
	BR - Allendale Road (B33)	LIP allocation	□	250	0	0	250	□	✓	✓	□	□
	BR - Ledway Drive (B67)	LIP allocation	□	130	0	0	130	□	✓	✓	□	□
	BR - Mead Platt over Mitchell Brook (C09)	LIP allocation	□	50	0	0	50	□	✓	✓	□	□
	BR - North End Road West (B62)	LIP allocation	□	250	0	0	250	□	✓	✓	□	□
	BR - The Rise - (B06)	LIP allocation	□	175	0	0	175	□	✓	✓	□	□
	BR - Twybridge Way (1) over Canal Feeder (B49)	LIP allocation	□	20	100	0	120	□	✓	✓	□	□
	BR - Twybridge Way (2) over Canal Feeder (B50)	LIP allocation	□	20	100	0	120	□	✓	✓	□	□
			□				0	□	□	□	□	□
Maintenance total			□	**1,634**	**940**	**740**	3,314					
Major Schemes	**MS - Harlesden Town Centre**	TfL MAJOR SCHEME	□	0	1,500	1,500	3,000	✓	✓	✓	✓	✓
		Developer	□	30	100	200	330	□	□	□	□	□
		LIP allocation	□	150	500	300	950	□	□	□	□	□
		Council revenue	□	50	50	50	150	□	□	□	□	□
Major Scheme total			□	**230**	**2,150**	**2,050**	4,430					

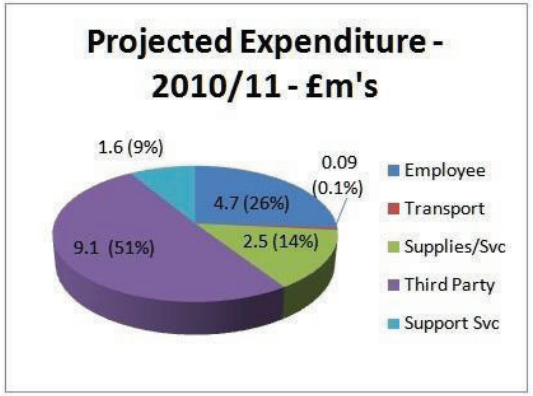
Brent Council - Transport (Income & Expenditure) pie-charts.

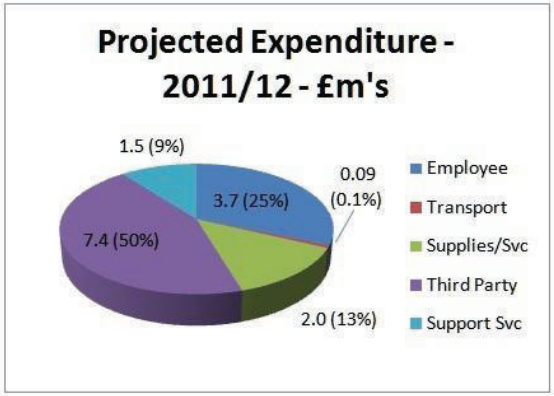












*As highways maintenance interventions are based on recent carriageway condition surveys, it is not possible to specify carriageways which will benefit from capital investment in 2012, 2013 and 2014.

Section 4: Performance Management Plan

The importance of performance monitoring.

Under Section 145 of the GLA Act 1999, all London boroughs must produce a Local Implementation Plan (LIP) setting out how they intend to contribute towards the implementation of the Mayor's Transport Strategy. As well as outlining the borough's local transport objectives, a LIP should detail the specific interventions and schemes intended to contribute towards meeting the MTS goals, challenges and opportunities. The must includes a clear strategy for monitoring performance.

As a statutory document, it is important that a LIP can be assessed to determine whether it is delivering its objectives and the outcomes set in the Mayor's Transport Strategy at a borough level. The adoption of strategic performance indicators and targets is intended to provide a mechanism to enable the success of the Local Implementation Plan to be judged.

Progress will be tracked against **five** strategic performance indicators on which boroughs are required to set locally specific targets. The five indicators are:

(1) Mode share;

(2) Bus service reliability;

(3) Road traffic casualties;

(4) CO2 emissions;

(5) Asset (highway) condition.

As part of the process of monitoring LIPs, progress will be tracked against five strategic performance indicators on which boroughs are required to set locally specific targets. These five indicators are shown below: Indicator	**Description**
Mode share	The proportion of personal travel made by each mode
Bus service reliability	Excess wait time for all high-frequency services running within a particular borough
Road traffic casualties	The total number of KSIs and total number of casualties
CO_2 emissions	Tonnes of CO_2 emanating from ground-based transport per year
Asset (highway) condition	The proportion of principal road carriageway where maintenance should be considered

These all relate to key priorities within the MTS over which London boroughs have a degree of influence. Each of these five performance indicators relates to key priorities within the Mayor's Transport Strategy over which boroughs have a degree of influence. However, it is recognised and expected that boroughs will be

required to work with local partners and ot[8]her organisations to achieve their LIP-2 adopted targets. These include Transport for London, Primary Care Trusts, businesses and employers, bus operators, schools and neighbouring authorities

The Monitoring Plan outlines the boroughs core LIP targets and indicators, sets trajectories, and monitors progress against these targets on an annual basis. Setting and monitoring key targets/indicators helps the Council and TfL to determine whether the LIP policies, delivery plan actions, and Programme of Investment are effective in delivering the LIP objectives and Mayor's Transport Strategy aspirations. If the Monitoring Plan reveals underperformance with regards to one or more targets, a number of steps can be taken. These could include amendments to policies, a refocus of the Delivery Plan, or closer working with local partners.

This section has two main parts:

1) *Core Targets* – Outlines the five strategic performance indicators prescribed by TfL, which will be used to measure the progress of all boroughs in delivering the Mayor's Transport Strategy at a local level. The five core indicators measure: cycling and walking levels; bus reliability; road asset condition; road casualties; and CO_2 emissions.
2) *Local Targets and Indicators* – A range of local targets and indicators set by the Council that are designed to supplement the core targets; these include electric vehicle charging points, car club bays, cycle training, and cycle parking spaces.

CORE TARGETS

In conjunction with TfL, the Council has set annual targets for the core indicators until 2013/14, with further long-term targets set up to 2031. The targets have been set with consideration of a range of factors that may help or hinder the boroughs performance including: delivery of transport infrastructure improvements, funding availability, the impact of regional and national policies, as well as other local circumstances. Whilst the Council has a degree of influence over the achievement of the core targets other factors beyond the Councils control can also impact on performance (e.g. national advances in clean vehicle technologies will influence CO_2 emissions from road based transport in the borough). To achieve the core targets the Council will work with local partners and other organisations, such as TfL, Healthcare providers, businesses and employers, bus operators, schools, and neighbouring authorities.

Please note, where you see "xxx" - this indicates that officers are still developing realistic / achievable targets for the borough in respect of each of these indicators, based on the aspirations / targets presented in the Mayor's Transport Strategy and benchmarked against the targets that our neighbouring boroughs propose to adopt in their LIP-2's.

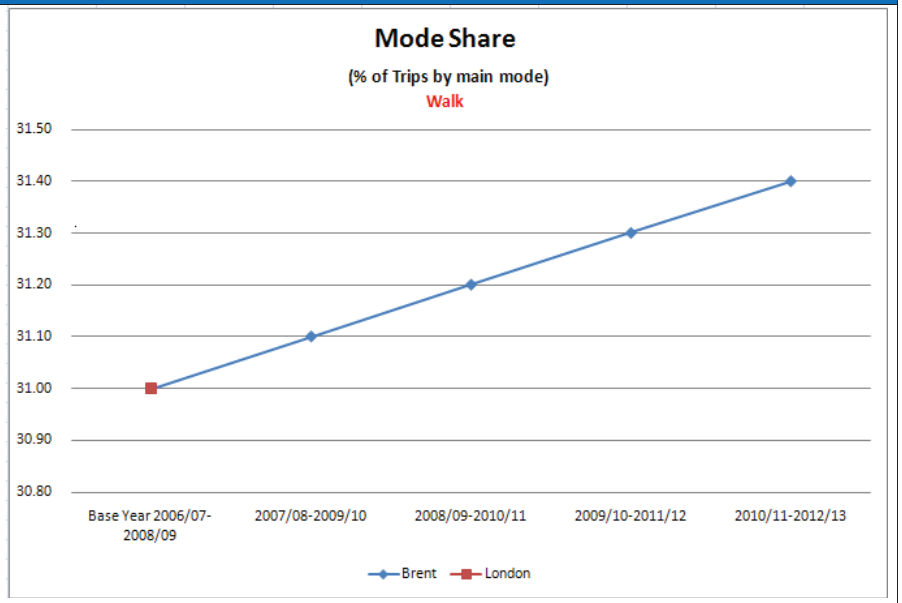
LOCAL TARGETS AND INDICATORS

Local targets and indicators are designed to supplement the core targets. Whereas the core targets primarily assess progress towards achieving the high level outcomes of the LIP, such as reductions in CO_2 emissions or road casualties (i.e. themes and objectives); the local targets and indicators are focused on demonstrating the boroughs progress towards delivering policies/actions (which ultimately help achieve the LIP objectives and core targets). For example, the

[8]

Council has a policy to install electric vehicle charging points as one way to achieve the core target of a reduction in CO_2 emissions from ground- based transport. If the Council failed to achieve the core target for reducing CO_2 emissions, local indicators (such as electric vehicle charging points installed) can be used to determine whether: a) the Council is effectively implementing policies to achieve the indicator, b) the Council are focusing on the best policies to deliver

the core target, c) the failure to achieve the core target is due to factors outside of the control of the Council e.g. national policies do not adequately encourage uptake of low emission vehicles.

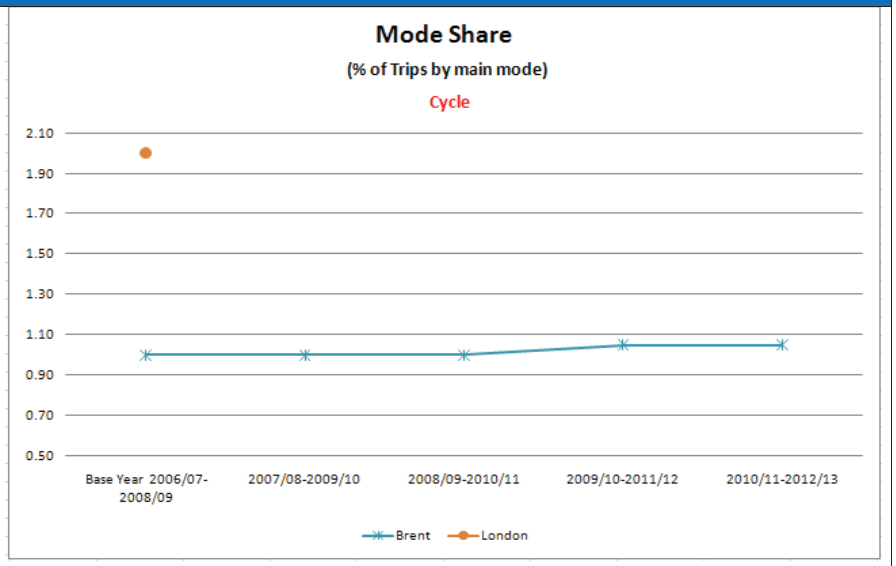
Increase in the mode share of walking Brent (2011 – 2013)	
Target trajectory	

Year	Base Year 2006/07-2008/09	2007/08-2009/10	2008/09-2010/11	2009/10-2011/12	2010/11-2012/13
Brent	31.00	31.10	31.20	31.30	31.40
London	31.00				

Link between target, LIP objectives, and Delivery Plan	• ***LIP Objectives: 2, 4, 6, 8 and 9.*** • ***Delivery Plan:*** There are many actions in the Delivery Plan that focus on encouraging walking

Evidence that the target is ambitious and realistic	• According to the LIP Benchmarking Tool 2010, XX of trips originating in Brent were made by walking between 2006/07 and 2008/09. This is the XX highest of any Outer London borough, and higher than some inner London boroughs. Walking mode share has decreased from xx% (between 2005/06 and 2007/08) which was reported in the 2009 Travel in London Report. • The first aim is to ensure walking trips increase to xx% mode share by 2013/14, then xx% by 2020/21, and xx% of mode share by 2026. • Given Brent's current performance, the performance of neighbouring boroughs and Outer London boroughs, and the lack of a definitive target in the MTS, it is considered that the targets are definitely ambitious. • The Council believe these targets are realistic as levels of up to 40% have been achieved in Central London. Also evidence suggests that there is significant potential for a shift from car use to walking for trips under 1km (according to the South London Sub-regional Transport Plan – Interim Report on Challenges and Opportunities February 2010)
Key actions for the Council	• Improving strategic walking routes; including ongoing audit program. • Improving access to train stations and bus stops. • Public realm improvements (including street de-cluttering etc). • Improved accessibility of the public realm for disabled users. • Overcoming segregation barriers e.g. busy roads. • Reducing crime and fear of crime. • Improved signage e.g. Legible London. • Travel planning.
Principle risks and how they will be managed	• *Delays to the implementation of schemes.* The Council will manage this risk by ensuring the risks of delivering schemes are considered. The Council has a good history of delivering schemes on time. • *Funding reductions from TfL borough LIP2 allocation, and/or a reduction in funding from other potential sources (e.g. Major schemes funding, Council funding).* Impact of risk cannot be fully managed, however the Council can ensure funding is prioritised towards schemes that will have

	the greatest contribution to increasing walking numbers. • The Council also has a LIP2 target to increase the number of people cycling in the borough; it is possible that any increase in cycling will be at the expense of some existing walking trips. This risk is difficult to manage; however, funding will be directed at schemes that are likely to achieve a shift away from car use (as opposed to other sustainable modes of transport).
Keep progress against targets under review and address areas of over or under performance.	• Review walking mode share annually. • Record/review the type of walking initiatives we are investing in e.g. public realm improvements, travel planning etc. • If targets are not being met then re-evaluate the level of funding allocated to walking initiatives, and/or re-evaluate the type of walking initiatives the Council is investing in.

Number of cycling trips in Brent (2011–2013)	
Target trajectory	

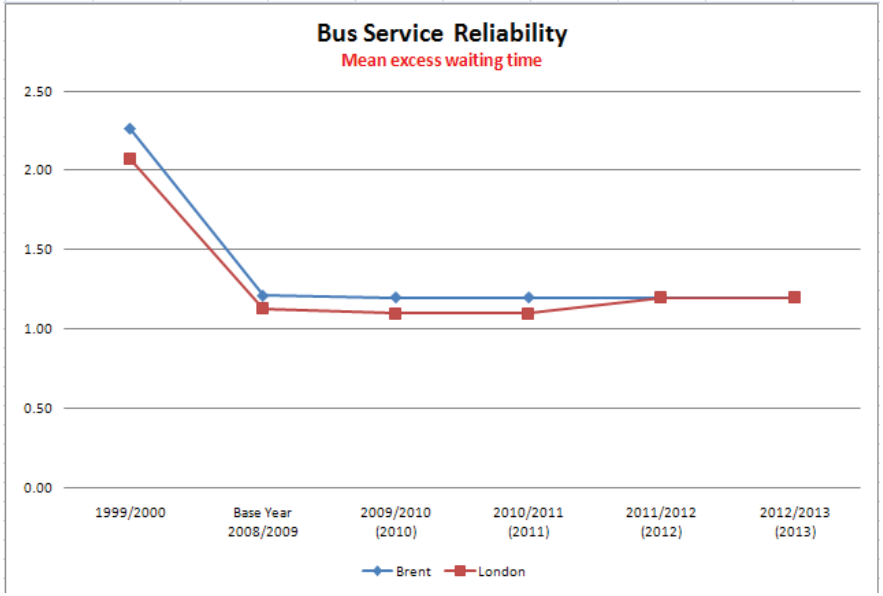
Year	Base Year 2006/07-2008/09	2007/08-2009/10	2008/09-2010/11	2009/10-2011/12	2010/11-2012/13
Brent	1.00	1.00	1.00	1.05	1.05
London	2.00				

Link between target, LIP objectives, and Delivery Plan	• ***LIP Objectives: 2, 4, 6 and 9.*** • ***Delivery Plan:*** There are many actions in the Delivery Plan that focus on encouraging cycling.
Evidence	According to the Travel in London Report 2010 xxxx% of trips originating in

that the target is ambitious and realistic	Brent were made by cycle between 2006/07 and 2008/09. This is the xxxx highest of any outer London borough, but is significantly lower than Brent's neighbouring borough of xxxx which has managed to achieve a mode share of xxxx; the highest in London. This demonstrates that there is potential to increase cycling mode share within Brent. The Council has set targets and trajectories initially based on increments of xxx per year, which will achieve a mode share of xxx by 2013/14; this target is seen as particularly ambitious given current low funding levels. However, it is hoped that funding levels will increase towards 2020 and the infrastructure that has been implemented during the LIP2 period will begin to attract more cyclists (e.g. cycle parking, cycle lanes, and aspirational schemes such as cycle hire and super cycle highways). An increase in cyclists on the roads will raise the profile of cycling and attract further cyclists. Therefore we expect cycling levels to increase at a faster rate from 2015/16 through to 2025/26. The Council is hoping that from 2015/16 cycling numbers will begin to rise at a rate of xx% per annum with cycling mode share of 3.6% being achieved in 2020/21 and 4.60% by 2026. This would exceed the Mayors target for 2026 of a cycling mode share for Outer London of 4.3%. Although funding is restricted and these targets are ambitious, they are seen as realistic for the following reasons: • The increases predicted are required to achieve the Mayor's target of 4.3% mode share for cycling in Outer London by 2026. • The Council can use cost effective initiatives such as such as smarter travel activities (including cycle training and travel planning) to increase cycling numbers. • There is scope within the borough to improve cycle parking at many key locations, which is a relatively inexpensive measure to overcome a major barrier to cycling.
Key actions	• Increase secure and unsecure cycle parking in public places and key

for the Council	destinations (e.g. Town and local district Centres, nearby to train stations and in regeneration areas). • Increase cycle facilities at work places (e.g. cycle parking, showers, and lockers). • Smarter Travel (schools and workplace travel plans, cycle training, other events). • Improve 'on-route' cycling infrastructure (particularly the strategic cycle network and over key barriers) e.g. cycle lanes, cycling priority, safety improvements etc. • Improve signage of strategic cycling network.
Principle risks and how they will be managed	• Delays to the implementation of schemes. The Council will manage this risk by ensuring the risks of delivering schemes are considered. The Council has a good history of delivering schemes on time. • Funding reductions from TfL borough LIP allocation, and/or a reduction in funding from other potential sources (e.g. Major schemes funding, Council funding). Impact of risk cannot be fully managed, however the Council can ensure funding is prioritised towards schemes that will have the greatest contribution to increasing cycling numbers. • The Council also has a target to increase the mode share of walking trips in the borough; it is possible that an increase in walking will be at the expense of some existing cycling trips. This risk is difficult to manage; however, funding will be directed at schemes that are likely to achieve a shift away from car use (as opposed to other sustainable modes of transport). • A year(s) of particularly adverse weather. Risk cannot be fully managed, but can be partly managed by promoting the benefits of all year round cycling including promoting use of high visibility clothing, lights etc.
Keep progress against targets under	• Review mode share data annually. • Record/review the type of cycling initiatives we are investing in e.g. cycle lanes, cycle parking, travel planning etc. • If targets are not being met then re-evaluate the level of funding

review and address areas of over or under performance	allocated to cycling initiatives, and/or re-evaluate the type of cycling initiatives the Council is investing in.

Bus service reliability for high frequency routes – Excess Waiting Time - (2011/12 – 2013/14)	
Target trajectory	

Year	1999/2000	Base Year 2008/2009	2009/2010 (2010)	2010/2011 (2011)	2011/2012 (2012)	2012/2013 (2013)
Brent	2.26	**1.21**	1.20	1.20	1.20	1.20
London	2.07	**1.13**	1.10	1.10	1.20	1.20

Link between target, LIP objectives, and Delivery	• ***LIP Objectives: 1, 4, 5, 6 and 7.*** • ***Delivery Plan:*** There are many actions in the Delivery Plan that focus

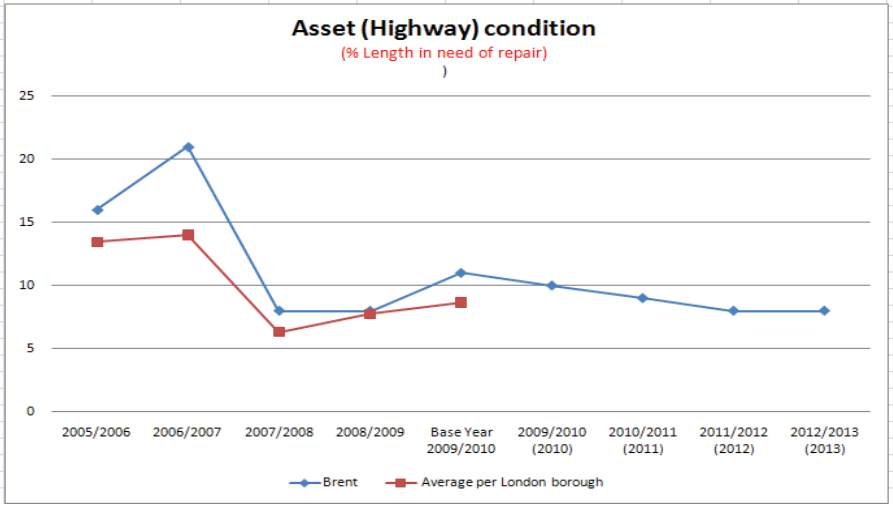
Plan	on encouraging bus use.
Evidence that the target is ambitious and realistic	• The target set for Excess Waiting Time (EWT) is xxx mins until 2013/14 and xxxx mins in 2017/18. Targets for later years will be set after the 2013/14 monitoring period. • The Council achieved an EWT of xxx mins for 2009/10. The borough EWT between 2005/06 and 2008/09 was xx mins. • 2009/10 EWT for neighbouring boroughs was: xxxx (x), xxxx (xx), xxxxx (xxx), and xxx (xx). • Previously the Mayor had set a target of EWT of xxxxmins for the borough. The 2009 TfL Business Plan forecasts that EWT across London will increase from 1.1mins to 1.2mins in 2011/12 and beyond. • An EWT of xxxx mins until 2013/14 is seen as an ambitious and realistic target because: it is equal to or better than our neighbouring boroughs, exceeds the pervious Mayor's targets, is consistent with TfL forecasts for London wide EWT, maintains a high level of performance despite likely increases in traffic levels and potential reductions in available funding for transport initiatives.
Key actions for the Council	• Investigate and implement opportunities to improve bus priority along bus routes experiencing delays. • Investigate and implement opportunities to smooth traffic flow along bus routes experiencing delays. • Investigate opportunities to reinstate bus lay-bys (if they will improve bus reliability).
Principle risks and how they will be managed	• Delays to the implementation of schemes. The Council will manage this risk by ensuring the risks of delivering schemes are considered. The Council has a good history of delivering schemes on time. • Increases in car use/congestion. To overcome this risk the Council is focussing on promoting sustainable modes of transport, and will look at options to smooth traffic flow and/or improve bus priority measures on congested routes. • Funding reductions from TfL borough LIP2 allocation, and/or a reduction

	in funding from other potential sources (e.g. Major schemes funding, Council funding). Impact of risk cannot be fully managed, however the Council can ensure funding is prioritised towards schemes that will have the greatest contribution to improving bus reliability. • Excess waiting times on high frequency bus routes is often caused by delays in other boroughs (which are out of the control of the Council). Delays in other boroughs are included in the EWT data reported for Brent's performance and could result in failure by Brent to meet bus EWT performance targets. This risk is being managed by setting local LIP targets for bus reliability based on iBus data (travel times) between bus stops on 4 Brent bus routes. Results for the local targets can be used to check the accuracy of the EWT performance data supplied by TfL.
Keep progress against targets under review and address areas of over or under performance	• Progress against targets will be monitored by analysing EWT data supplied by TfL, and monitoring the local target for bus performance as explained above. • Where under performance occurs the Council will investigate the causes (e.g. temporary causes such as road works). • Where causes of underperformance can be addressed the Council will progress initiatives to improve bus reliability along the section of road (e.g. bus priority etc).

Figure XX: Bus Service Reliability (Excess Waiting Time for all Brent High Frequency Services)

Asset condition – principal roads (DVI Surveys)

Target trajectory



Year	Base Year 2009/2010	2009/2010 (2010)	2010/2011 (2011)	2011/2012 (2012)	2012/2013 (2013)
Brent	11	10	9	8	8
Average per London borough	9				

Link between target, LIP objectives, and Delivery Plan

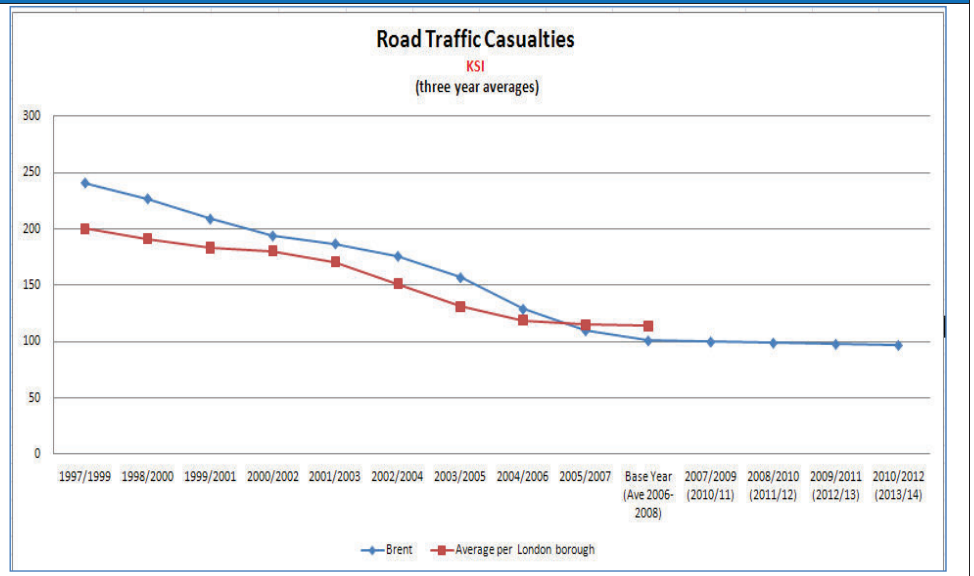
- ***LIP Objectives: 1, 2, 4, 8 and 9.***
- ***Delivery Plan:*** The Council is allocated annual funding from TfL for maintenance of the principal road network; areas for maintenance are

	determined by DVI and SCANNER surveys. The Council will allocate funding to those roads in greatest need of repair (as determined by DVI and SCANNER surveys).
Evidence that the target is ambitious and realistic	• The Council has set a target to keep the percentage of principal road network in need of repair at 2% annually (based on DVI surveys) until 2013/14, and out to 2026/27. • The percentage of principal road in need of repair remained at 2% in 2009/10, which is the lowest (equal) of any London borough. In fact according to the TfL Benchmarking Data for Boroughs (DVI surveys) no London borough has ever achieved a rate of less than 2%. • Brent has outperformed its neighbouring boroughs. In 2009/10 neighbouring boroughs performance in terms of principal road network in need of repair is as follows: X (X%), X (X%), x (X%), and x (X%). • As the percentage of road network in need of repair gets lower it becomes increasingly difficult to achieve additional improvements; such improvements often require significant increases in funding. Therefore without considerable increases in funding for road maintenance from TfL it is not realistic to expect further reductions in the percentage of principal road network in need of repair. • Accordingly, a target of X% of the principal road network in need of repair is both ambitious and realistic. • Please note: this target is largely reliant on funding levels from TfL. As funding up until 2013/14 has not been confirmed there is some uncertainty as to the suitability of this target.
Key actions for the Council	• The Council will ensure that all funds for maintenance of the principal road network are fully allocated each year and are allocated to those roads in greatest need of repair (as determined by DVI and SCANNER surveys). • The Council will continue its reactive maintenance activities with respect to the principal road network.
Principle risks and	• A reduction in funding for principal road maintenance from TfL. This risk is difficult for the Council to manage as funding levels are set by TfL. In the

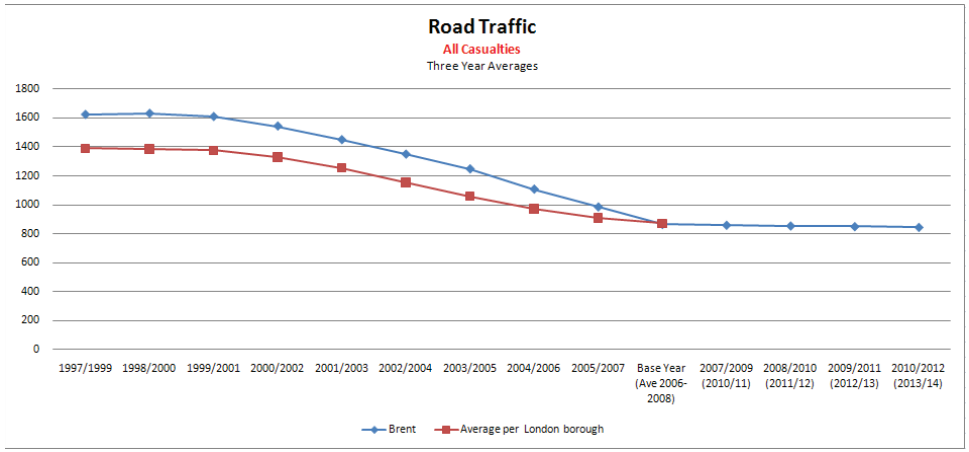
how they will be managed	case of a funding reduction the Council will discuss funding levels with TfL and/or investigate alternative funding sources. • As this target includes roads maintained by TfL there is a risk that TfL may underperform which will affect the performance of the borough. The Council will work closely with TfL to ensure their roads are maintained to a high standard. Where under performance occurs the Council can analyse figures to determine whether under performance is occurring on TfL maintained roads. • Frequent occurrences of adverse weather conditions deteriorating the principal road network. There is little the Council can do to address this risk, other than investigate alternative funding sources for maintenance works. • Frequent/high occurrences of major works by utility companies. Works such as laying new pipes under the road, even if completed to a high standard, usually create adverse effects on the stability of the roadway. There is little the Council can do to manage this risk.
Keep progress against targets under review and address areas of over or under performance	• Review annual DVI and SCANNER surveys to determine where funds for maintenance should be allocated. • Options to address areas of underperformance are difficult to address as the ability to implement maintenance works depends on TfL funding levels. As such in the case of underperformance the Council will discuss funding levels with TfL and/or investigate alternative funding sources to increase the amount of maintenance works completed annually.

Total number of people killed or seriously injured in Brent (2011 – 2013), & Total number of causalities in Brent (2011 – 2013)

Target trajectory



Three Year Averages	Base Year (Ave 2006-2008)	2007/2009 (2010/11)	2008/2010 (2011/12)	2009/2011 (2012/13)	2010/2012 (2013/14)
Brent	101	100	99	98	97
Average per London borough	114				



Three Year Averages	Base Year (Ave 2006-2008)	2007/2009 (2010/11)	2008/2010 (2011/12)	2009/2011 (2012/13)	2010/2012 (2013/14)
Brent	865	860	855	850	845
Average per London borough	872				

Link between target, LIP objectives, and Delivery Plan

- ***LIP Objectives: 1, 2, 4, 5, 6, 8 and 9.***

- ***Delivery Plan:***

  - Most casualties in Brent occur on the strategic highway network. The Council is reviewing the borough's strategic highway network, which includes consideration of safety concerns/accident history.

  - Increasing the levels of walking and cycling in the borough is a key priority

	for the Council. Improving the safety of these vulnerable road users will be a key means of encouraging greater participation in walking and cycling.
Evidence that the target is ambitious and realistic	<u>Total number of people killed or seriously injured (KSI's)</u> • Brent has achieved a xxxx% reduction in fatal and serious casualties (KSI's) between 2002 and 2009 (xxx KSI's in 2002 and xxx in 2009; based on 3-year rolling averages). This is an annual reduction of xxx%. • Brent has achieved a xxx % reduction in KSI's between 2006 and 2009 (based on 3yr rolling averages). This is an annual reduction of xxx%. • The Council propose to set targets based on a xxx% annual reduction in KSI's until 2013 (e.g. xxx KSI's in 2013). Then an xxx% (total) reduction between 2013 and 2020 (e.g. xxx KSI's in 2020). The 2026 target will be revised in the next Delivery Plan period, and targets will be set out to 2026. Of note is that a target of xx KSI's by 2020 achieves the DfT target of a 33% reduction in KSI's by 2020 (based on 2004 – 2008 average). • As of 2008 Brent had the xxx lowest rate of KSI's in London (xx KSI's based on a 3-year rolling average). This compares with neighbouring boroughs rates: xxx (xx), xxx (xx), xxxx (xx), and xxx (xxx). Brent's 3-year rolling average dropped further in 2009 to xxx; Brent may now have the lowest KSI rate in London. • As KSI rates get lower it becomes more difficult and costly to achieve ongoing reductions; as such it is not considered realistic to continue to achieve significant annual casualty reductions (i.e. at the rates seen since 2002). • Given Brent's low KSI rate when compared to other London Borough's, the difficulties this presents for significant ongoing reductions, and likely funding reductions, a 3.0% annual reduction in KSI's is seen as an ambitious and realistic target. <u>Total Causalities</u> • Brent has achieved a xxxx% reduction in total casualties between 2002 and 2009 (xxx casualties in 2002 and 420 in 2009; based on 3-year rolling averages). This is an annual reduction of 4.3%. • Brent has achieved a xxx% reduction between 2006 and 2009 (based on 3-year

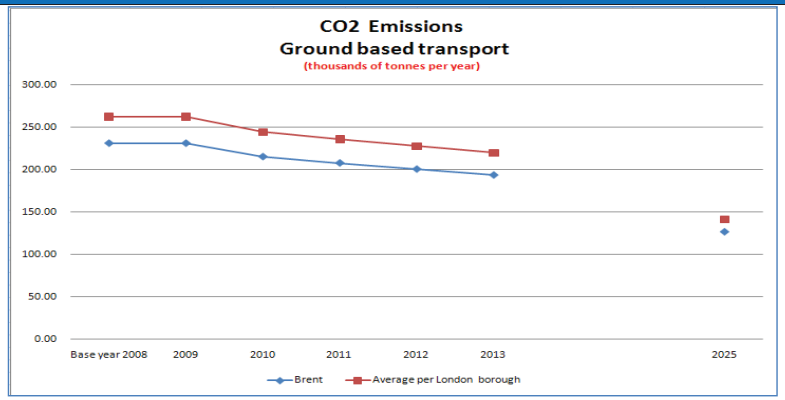
	rolling averages). This is an annual reduction of xxx%. • The Council propose to set targets based on a xxx% reduction in total casualties per year until 2013 (e.g. xxx casualties in 2013). Then a xxx% (total) reduction between 2013 and 2020 (e.g. xxx causalities in 2020). The 2020 target will be revised in the next Delivery Plan period, and targets will be set out to 2026. • As of 2008 Brent had the xxx nd/rd lowest rate of total casualties in London (xxx casualties based on a 3-year rolling average). This compares with neighbouring boroughs rates: xxx (xxx), xxx (xx), xxx (xxx), and xxx (xxx). • As casualty rates get lower it becomes more difficult and costly to achieve ongoing reductions; as such it is not considered realistic to continue to achieve significant annual casualty reductions (i.e. at the rates seen since 2002). • Given Brent's low casualty rate when compared to other London Borough's, the difficulties this presents for significant ongoing reductions, and likely funding reductions, a xxx% annual reduction in total casualties is seen as an ambitious and realistic target.
Key actions for the Council	• As casualties in Brent mainly occur on the strategic highway network, and there are no clear casualty 'hotspots', the best approach is to improve safety for users of the strategic highway network. The most effective way to approach this is to implement recommendations from the Council's main road corridor investigations. • Improve safety on strategic walking routes; including ongoing audit program; • Improve safety on strategic cycling routes; • Improve pedestrian and cyclist safety at busy road crossings; • Improve safety for vulnerable road users; • Road safety education and awareness; • Cycle training.
Principle risks and how they will be	• Delays to the implementation of schemes to improve road user safety. The Council will manage this risk by ensuring the risks of delivering schemes are considered. The Council has a good history of delivering schemes on time. • Funding reductions from TfL borough LIP allocation, and/or a reduction in

managed	funding from other potential sources (e.g. Major schemes funding, Council funding). Impact of risk cannot be fully managed; however the Council can ensure funding is prioritised towards schemes that will have the greatest contribution to improving safety (particularly vulnerable users). • Unforeseen trends - for no specific reason there is a year (or more) of high casualty rates in Brent e.g. high rates of driver or pedestrian error not due to conditions. This risk will be managed by continuing ongoing road safety awareness activities. • An increase in walking and cycling rates could increase the number of causalities in the borough, as these modes are more vulnerable to injuries (causalities) due to accidents. This can be partly mitigated by targeted infrastructure (e.g. segregated cycle lanes, pedestrian crossings) to protect vulnerable road users on busier roads and road safety education campaigns aimed at drivers and vulnerable road users. • The increased uptake of electric vehicles could lead to a period of increased road accidents while road users are not accustomed to reduced noise levels. This can be partly mitigated by road safety education work to raise awareness of electric vehicles amongst all road users but particularly placing onus of responsibility on EV drivers to be aware that other road users will react to them differently than in traditional cars.
Keep progress against targets under review and address areas of over or under performance	• Review casualty trends/numbers and causes annually. • Investigate casualty plots for any 'hotspots', if such clusters exist then implement safety improvements in that location. • Review the type of safety improvements and locations of safety improvements we are investing in e.g. cycle lanes on main roads, pedestrian crossings. • Re-evaluate the level of funding allocated to safety improvements.

Casualty Category	Base 1994 - 1998	Average 2002-2004	Average 2003-2005	Average 2004-2006	Average 2005-2007	Average 2006-2008	Average 2007-2009	Change from Base 1994-98 to Ave 2007-09
Number of KSI casualties	244	176	157	129	110	101	99	-60%
Number of Children KSI	42	23	20	17	13	13	12	-71%
Number of Pedestrians KSI	85	56	47	40	38	44	41	-51%
Number of Pedal Cyclists KSI	18	9	10	8	7	5	4	-76%
Number of Powered Two-Wheelers KSI	25	31	28	24	23	21	22	-12%
Number of Slight Casualties	1361	1174	1091	980	876	764	728	-47%

CO_2 emissions from ground-based transport in Brent

Target trajectory



Year	Base year 2008	2009	2010	2011	2012	2013			2025
Brent	231.00	231.00	215.17	207.67	200.43	193.44			126.36
Average per London borough	262.52	262.52	244.53	236.00	227.78	219.83			141.23

Link between target, LIP objectives, and Delivery

- ***LIP Objectives: 1, 2, 3, 4, 5, 6, 7 and 10.***
- ***Delivery Plan:***
  - There are many actions in the Delivery Plan that focus on encouraging sustainable modes of transport, and encouraging the uptake of low emissions

Plan	vehicles. — annual funding for electric vehicle charging point provision (although the majority of electric vehicle charging points will be provided through other means e.g. planning obligations).
Evidence that the target is ambitious and realistic	The Council's total CO_2 emissions from ground-based transport in 2008 were xxx tonnes. The Council has set a target of reducing CO_2 emissions from ground-based transport to xxx tonnes by the end of 2013, and xxxx tonnes by 2025. Brent achieved a xxx% annual reduction in CO_2 emissions between 2005 and 2008. The boroughs target of xxx tonnes in 2013 is based on the continuation of the xxx% annual reduction in CO_2 emissions. This is seen as an ambitious target for the following reasons: • It is based on past performance. • Reduction in CO_2 emissions will be achieved through 2 key mechanisms: 1) reductions in total vehicle kilometres and 2) reductions in vehicle emissions. — xxx is the xxx London borough, yet according to the TfL LIP Benchmarking Tool 2010 Brent has xxx highest vehicle kilometres in London. This is due to a number of factors including relatively poor rail based transport and high volumes of through traffic (mainly due to the North Circular). The poor orbital public transport links (Wembley-Park Royal-Ealing) and CO_2 emissions from through traffic are beyond the Council's control. — It is likely that total vehicle kilometres in Brent will increase during the Monitoring Plan period (until 2013/2014) due to: 1) funding reductions will result in decreased investment in sustainable modes of transport. 2) Brent's population is predicted to increase by xxxx% by 2018. — Brent does not fully reap the benefits of LEZ restrictions on vehicle emissions

	as the LEZ does not cover large and highly trafficked areas of the borough. This exasperates the concerns regarding total vehicle kilometres. — Given the points above, Brent will be primarily reliant on the uptake of low emission vehicles to achieve reductions in $C0_2$ emissions. The uptake of these vehicles is largely beyond the Councils control, being heavily dependent on wider public and private sector initiatives to advance clean vehicle technologies and encourage uptake. It is unlikely that there will be a switch to cleaner vehicles during the initial Monitoring Plan period that will enable considerable reductions in CO_2 emissions from the vehicle fleet. However, the Council is optimistic that low emission vehicles will become cheaper and more accessible in the longer term, which will enable greater reductions in vehicle emissions to be achieved between 2014 and 2025. As such the longer term targets set by the Mayor (2025) are seen as more achievable.
Key actions for the Council	• Promote sustainable transport modes (walking, cycling, and public transport) e.g. public realm improvements, cycle lanes, bus priority, train station access, travel plans. • Provision of electric vehicle charging points (and if applicable charging/fuelling infrastructure for other alternative fuelled vehicles). • Increase Car Club bays and membership • The Council will lobby TfL to ensure bus routes servicing Brent are priorities for the roll out of low emission buses *(this is important given Brent's reliance on the bus network).* • The Council will promote and raise awareness of fuel efficient driving techniques (e.g. through workplace travel plans and general promotional activities). • Encourage remote accessing of work (through travel plans). • Implement emissions based parking charges following consultation in Autumn/Winter 2010/11.
Principle risks and	• Funding restrictions and further reductions from TfL borough LIP allocation, and/or a reduction in funding from other potential sources (e.g. Major schemes

how they will be managed	funding, Council funding), resulting in delays/ limitations in implementation of schemes to achieve modal shift, reduce traffic levels, and increase the uptake of low emission vehicles. This risk of reduced funding is beyond the control of the Council. However risk can be managed by prioritising funding towards schemes that will have most impact on achieving targets (although schemes that only address climate change and not other transport objectives will receive lower priority e.g. electric charging points). • The uptake of low emission vehicles is slower than expected (i.e. factors outside the control of the Council such as lack of private sector, government, and other authorities' efforts to promote low emission vehicles). This risk is beyond the direct control of the Council it can be managed to some extent by prioritising schemes that achieve modal shift and reduce vehicle kilometres. • An increase in the borough's total vehicle kilometres. This risk is largely beyond the control of the Council but can be controlled to some extent through managing the demand for car travel by promoting sustainable transport modes and ensuring new development is located in areas with good public transport accessibility.
Keep progress against targets under review and address areas of over or under performance	• Review CO_2 emissions data annually. • Review the levels of walking, cycling, and bus use annually; are levels achieving performance targets? How can we increase uptake of these modes? • Review the mode share of cars and vehicle kilometres annually; is it increasing? Why? • Review the uptake and preferences towards alternatively fuelled vehicles. Is electric vehicle charging point provision satisfying demand/desires? • Re-evaluate the level of funding allocated to initiatives to reduce CO_2 emissions. • Consider the type of initiatives being used to reduce CO2 emissions.

Core Indicator Summary

Borough: Brent

Core indicator	Definition	Year type	Units	Base year	Brent	Ave per London Borough	Base year value	Target year	Target year value	Trajectory data				Data source
Mode share of residents	% of trips by walking	Annual	%	Ave 2006/2007 to 2008/09	31	31	31.00	2013	31.40	2010 31.10	2011 31.20	2012 31.30	2013 31.40	LTDS (Travel in London report 2) - from 2006/07. Only one set of figures ia available.
Mode share of residents	% of trips by cycling / no of trips	Annual	%	Ave 2006/2007 to 2008/09	1	2	1.00	2013	1.10	2010 1.00	2011 1.00	2012 1.05	2013 1.05	Specify LTDS or borough's own screenline counts. (Travel in London report 2)
Bus service reliability	Excess wait time in mins EWT	Annual	Mins (%)	2008/2009	1.21	1.13	1.21	2013	1.21	2010 1.20	2011 1.20	2012 1.20	2013 1.20	iBus. (Travel in London report 2)
Asset condition - principal roads	% length in need of repair (Detailed Visual Inspection survey)	Annual	%	2008	11	9	11.00	2013	9.00	2010 10	2011 9	2012 8	2013 8	Detailed Visual Inspection (DVI) data supplied for each borough to TfL by LB Hammersmith and Fulham. (Travel in London report 2)
Road traffic casualties	Total number of people killed or seriously injured	Annual	Number (%)	2006 to 2008 average	101	114	101.00	2013	97.00	2010 100	2011 99	2012 98	2013 97	London Road Safety Unit.
Road traffic casualties	Total number of people injured	Annual	Number (%)	2006 to 2008 average	865	872	865.00	2013	845.00	2010 860	2011 855	2012 850	2013 845	London Road Safety Unit.
CO2 emissions	CO2 emissions -Total groundbased transport	Annual	Tonnes/year	2008	231	262.52	231.00	2013	193.44	2010 215.77	2011 207.67	2012 200.43	2013 193.44	Setting Targets for Second Round LIPS - Final v1.1. GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI). (Travel in London report 2) (2025 target =126.36)

Please note: The effect that proposed Major Schemes in Brent will have on these targets is outlined in the Delivery Plan (refer to table XX).

This indicator monitors the proportion of the principal road carriageway where maintenance should be considered and is based on Detailed Visual Inspection survey data.

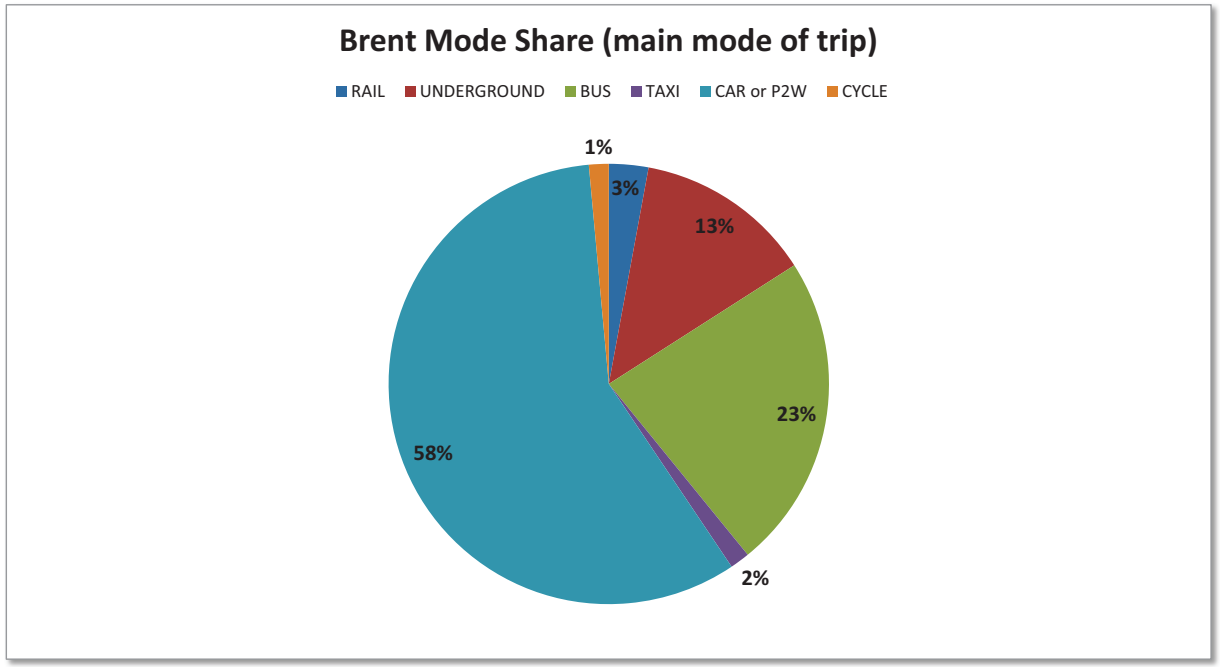
LIP mandatory indicator: **Mode share**			
Is this based on an existing National Indicator?			**No**
Has this been used as an indicator for LIPs 1?			**Yes**
Rationale	This indicator monitors the proportion of personal travel made by each mode. This gives a broad indication of the general travel behaviour of households within a given borough.		
Definition	Proportion of travel by main mode. These modes are categorised as follows: Foot Cycle Powered two-wheeler Car Taxi Bus/coach Other (eg rail, Tube) If a trip is made by more than one mode (for example a trip to work which involves cycling from home to the station, taking the Tube to central London and walking from the station to work), the main mode is the one which is used to cover the greatest distance. For the purpose of clarity, a separate category for 'means other than the car' will be reported representing the cumulative total of all modes excluding the car. It should be noted that modes with a small share are subject to a high degree of random variation at the individual borough level. The reported data is based on trip origin for London residents within a given borough, rather than residence. Data will be reported as a three-year average, representing the three years up to the current one. Therefore, while data will be published each year, comparisons will only be made at the end of each three-year period.		
Worked example	Of a sample size of 800, 231 people began their trips by foot. 231 * 100 = 28.9 per cent 800 The trip origin travelling by foot is therefore 28.9 per cent		
Good performance	Measured by a maintenance or increase in the share of non-car modes. The level of any increase needed to demonstrate good performance will depend on an individual authority's target.		
Collection interval	Annual	**Data source**	London Travel Demand Survey
Return format	%	**Decimal places**	One
Reporting organisation	All background data will be collected and reported by TfL.		
Further guidance	Boroughs are required to set targets on walking mode share and cycling mode share / levels. Boroughs may choose whether to set a cycling target based on (1) an increase in cycling levels based on their own data (eg screenline counts) or (2) an increase in cycling mode share based on LTDS data. In both cases it should be recognised that there are issues with the representativeness of the data.		

Table XX - Londoners' trips by borough of origin, trips per day and shares by main mode, average day (7-day week) 2006/07 to 2008/09

Three-year average data showing mode share for London residents for trips originating in borough. From TfL's London Travel Demand Survey.

	Percentage of trips by main mode								
	Trips per day (000s)	Rail	Under-ground /DLR	Bus/ tram	Taxi/ Other	Car/ motor-cycle	Cycle	Walk	All modes
Camden	717	5%	16%	15%	2%	19%	3%	39%	100%
City of London	242	19%	27%	7%	3%	6%	3%	35%	100%
Hackney	388	3%	5%	27%	2%	23%	3%	37%	100%
Hammersmith & Fulham	453	2%	15%	16%	2%	24%	4%	37%	100%
Haringey	451	2%	9%	21%	1%	34%	2%	31%	100%
Islington	468	5%	11%	23%	1%	17%	3%	40%	100%
Kensington & Chelsea	521	1%	13%	14%	3%	25%	4%	40%	100%
Lambeth	526	7%	9%	21%	1%	31%	3%	29%	100%
Lewisham	448	7%	2%	20%	1%	39%	2%	30%	100%
Newham	519	2%	8%	15%	2%	34%	1%	38%	100%
Southwark	531	6%	7%	21%	1%	31%	3%	32%	100%
Tower Hamlets	503	4%	17%	15%	1%	21%	2%	40%	100%
Wandsworth	593	6%	6%	16%	2%	36%	3%	31%	100%
Westminster	1,162	7%	20%	15%	3%	14%	3%	38%	100%
Inner London	**7,523**	**5%**	**12%**	**17%**	**2%**	**25%**	**3%**	**36%**	**100%**
Barking & Dagenham	309	2%	5%	15%	1%	40%	1%	37%	100%
Barnet	800	1%	5%	11%	1%	53%	1%	29%	100%
Bexley	369	4%	0%	9%	1%	60%	1%	25%	100%
Brent	**596**	**2%**	**7%**	**15%**	**1%**	**42%**	**1%**	**31%**	**100%**
Bromley	727	5%	0%	9%	1%	56%	1%	28%	100%
Croydon	681	5%	0%	16%	1%	52%	1%	24%	100%
Ealing	628	1%	8%	14%	1%	48%	1%	27%	100%
Enfield	572	2%	3%	15%	1%	50%	0%	28%	100%
Greenwich	393	5%	3%	17%	1%	46%	1%	27%	100%
Harrow	430	1%	6%	10%	0%	52%	1%	30%	100%
Havering	469	4%	2%	12%	1%	60%	1%	20%	100%
Hillingdon	640	1%	5%	12%	2%	54%	2%	25%	100%
Hounslow	508	3%	4%	15%	1%	47%	3%	29%	100%
Kingston upon Thames	415	5%	0%	11%	1%	48%	2%	33%	100%

Merton	445	5%	4%	11%	1%	44%	1%	33%	100%
Redbridge	539	2%	5%	10%	0%	53%	1%	28%	100%
Richmond upon Thames	450	6%	2%	11%	1%	44%	4%	32%	100%
Sutton	370	4%	1%	11%	1%	58%	1%	25%	100%
Waltham Forest	429	2%	7%	13%	1%	43%	1%	32%	100%
Outer London	**9,772**	**3%**	**4%**	**13%**	**1%**	**50%**	**1%**	**28%**	**100%**
Greater London	**17,294**	**4%**	**7%**	**15%**	**1%**	**39%**	**2%**	**31%**	**100%**



BUS SERVICE RELIABILITY.

Description: *'Excess wait time' for all 'high frequency' services running through the borough.*

LIP mandatory indicator: **Bus service reliability**			
Is this based on an existing National Indicator?			**No**
Has this been used as an indicator for LIPs 1?			**Yes - excess wait time (EWT) for high frequency services considered previously**
Rationale	This indicator has been developed to take account of the Mayoral priority of improving public transport reliability, as set out in the MTS. Local authorities have a significant role to play in improving bus service reliability, particularly in terms of the management of their road network and providing bus priority measures on borough roads.		
Definition	EWT (eg the excess waiting time experienced by passengers over and above what might be expected of a service that is always on time) for all high frequency services running within a particular borough. This indicator uses iBus data, which is based on a number of EWT measurement points located within each borough. The number of measurement points varies by borough. The data is based on the 'whole route' (which may include sections in other boroughs) to the timing point at which the EWT measurement is taken. High frequency services are those which have a frequency of five or more buses per hour. Low frequency services (fewer than five buses per hour) are not considered as part of this indicator.		
Worked example	In 2007/08 the EWT for high frequency services in a London borough was 2.17. For 2008/09 the figure was 2.06. 2.17 - 2.06 * 100 = 5.1 per cent 2.17 The total reduction in EWT from 2007/08 to 2008/09 is 5.1 per cent.		
Good performance	Measured by a maintenance or increase in the average reliability of all bus services. The level of any increase needed to demonstrate good performance will depend on an individual authority's target.		
Collection interval	Annual	**Data source**	iBus data
Return format	EWT	**Decimal places**	One
Reporting organisation	All background data will be collected and reported by TfL.		
Further guidance	The EWT of any service at any given measurement point will inevitably reflect accumulated delays on the whole route (in some cases on sections of the route running outside of the borough in question). In practice local authorities will be required to work together and with TfL to achieve the best results.		

Table XX - Bus service reliability indicator: mean excess waiting time by borough, 1999/2000 and 2008/09
Data from TfL's iBus system.

	1999/2000 EWT	2008/2009 EWT	Percentage change
Barking & Dagenham	1.60	1.13	-29%
Barnet	2.10	1.02	-51%
Bexley	1.48	1.08	-27%
Brent	**2.26**	**1.21**	**-46%**
Bromley	1.88	1.04	-45%
Camden	2.33	1.25	-46%
City of London	2.31	1.27	-45%
Croydon	1.96	0.98	-50%
Ealing	2.13	1.15	-46%
Enfield	2.02	0.97	-52%
Greenwich	1.74	1.20	-31%
Hackney	2.16	1.28	-41%
Hammersmith & Fulham	2.44	1.10	-55%
Haringey	2.12	1.02	-52%
Harrow	2.00	1.00	-50%
Havering	1.33	0.95	-29%
Hillingdon	2.15	0.99	-54%
Hounslow	1.96	1.01	-48%
Islington	2.13	1.17	-45%
Kensington & Chelsea	2.51	1.18	-53%
Kingston upon Thames	1.81	0.95	-48%
Lambeth	2.34	1.20	-49%
Lewisham	2.21	1.21	-45%
Merton	2.08	1.03	-50%
Newham	1.84	1.16	-37%
Redbridge	1.90	1.23	-35%
Richmond upon Thames	1.96	1.06	-46%
Southwark	2.28	1.20	-47%
Sutton	1.87	0.92	-51%
Tower Hamlets	2.08	1.35	-35%
Waltham Forest	1.76	1.19	-32%

Wandsworth	2.32	1.07	-54%
Westminster	2.35	1.25	-47%
Greater London	**2.07**	**1.13**	**-45%**

ROAD TRAFFIC CASUALTIES.

Description: ***The total number of people killed or seriously injured and total number of casualties as a result of collisions in the borough whereby the emergency services attended the incident.***

LIP mandatory indicator: **Road traffic casualties**	
Is this based on an existing National Indicator?	**Yes - NI 47**
Has this been used as an indicator for LIPs 1?	**Yes - previously split into:** **Overall killed or seriously injured (KSI)** **Pedestrian KSIs** **Cyclist KSIs** **Motorcyclist KSIs** **Child KSIs** **Overall slight casualties**
Rationale	In recent years the number of casualties from road traffic collisions have fallen significantly, however there is still much progress to make. Local authorities can play a significant role in improving road safety, for instance through implementing engineering measures and educating road users.
Definition	This indicator monitors (1) the total number of KSIs from road traffic accidents and (2) total casualties. Data is reported as (1) the percentage change in KSIs and (2) the total number of casualties during the calendar year compared to the previous year. Figures are based on a three-year rolling average, up to the current year. Therefore while data will be published each year, comparisons will only be made at the end of each three- year period. Includes all road traffic accident casualties in an authority's area on public roads. This covers roads that are not the authority's direct responsibility, such as motorways, trunk roads and the TLRN. The definitions of 'killed' and 'seriously injured' are given in the DfT's document 'Road Casualties Great Britain and Stats 20 - Instructions for the Completion of Road Accident Reports' available at: www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesbar/stats20instructionsforthecom5094. The total number of casualties is based on KSIs and slight casualties.
Worked example	In 2007 a London borough had 74 road traffic KSIs. For 2005 and 2006 the figures were 80 and 78 respectively. Total KSIs for 2005/2006/2007 = 232 So three-year rolling average (a) = 232/3 = 77.3 In 2010 the same borough had 70 road traffic KSIs. For 2008 and 2009 the figures were 75 and 71 respectively. Total KSIs for 2008/2009/2010 = 216 So three-year rolling average (b) = 216/3 = 72 $\frac{72 - 77.3}{72} * 100 = -7.4$ per cent The difference in KSIs between 2007 and 2010, based on a three-year rolling average, is therefore -7.4 per cent
Good performance	This is typified by a positive percentage change. Poor performance will return a negative figure suggesting an increase in KSIs from traffic accidents, compared with the previous three-year rolling average. The level of change needed to demonstrate good performance will depend on an individual authority's target.

Casualty Category	Base 1994-1998	2010 Target	2008	2009	% Red'n	Base 2004-2008	2017 Target	% Red'n
No KSI Casualties	224	146	97	101	55%	116	58	13%
No Child KSI	42	21	13	11	74%	15	N/A	27%
No. Ped KSI	85	51	49	35	59%	42	N/A	17%
No. Cycle KSI	18	11	3	4	78%	6	N/A	33%
No. PTW KSI	25	15	14	27	-8%	22	N/A	-23%
No. Slight Casualties	1361	1225	688	748	45%	875	N/A	15%
Total Casualties	1585	1371	785	849	46%	991	N/A	14%

The Table above shows that all road casualty category targets were met with the exception of power two wheelers (PTW). It is noted that the PTW target was met the previous year, however the average over the previous 5 years suggests that the 2009 statistic gives a truer account of the situation. Again, with the exception of PTW's, the remaining 2017 targets are well on the way to being met. Figure 4.1 however shows that the trend of continuous reduction in KSIs over time has flattened out over the last couple of years. This illustrates the importance of road safety in taking the LIP-2 proposals forward.

Figure 4.1 – Trends in KSI Data Since 2002

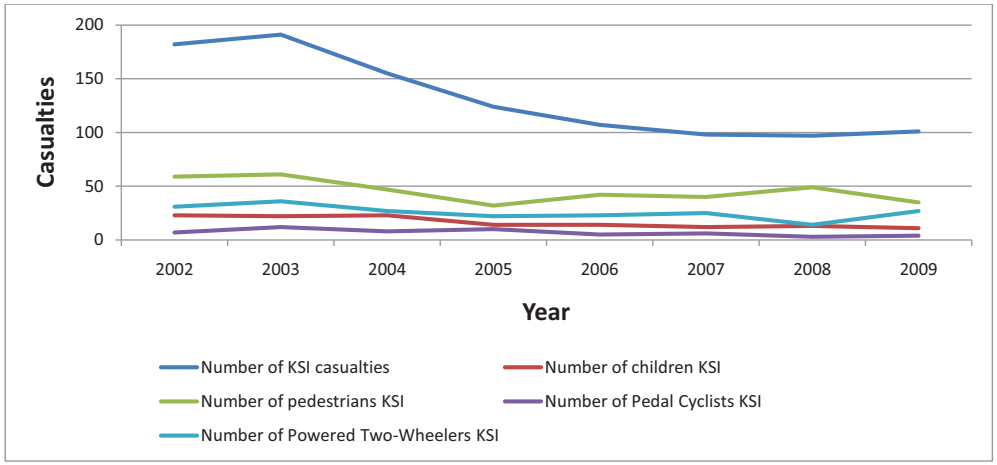


Table XX - Road casualties, number of people killed or seriously injured in road traffic accidents by borough, 2006 to 2008

Data from TfL's London Road Safety Unit, using the 'STATS 19' form.

London borough	Year						% change from
	1994-1998 average	2006	2007	2008	2006 to 2008 average	2007 to 2008	1994-1998 average to 2008
Barking & Dagenham	150	67	60	63	63	5%	-58%
Barnet	268	147	158	136	147	-14%	-49%
Bexley	146	103	105	73	94	-30%	-50%
Brent	**244**	**107**	**98**	**97**	**101**	**-1%**	**-60%**
Bromley	241	163	143	140	149	-2%	-42%
Camden	249	123	105	123	117	17%	-51%
City of London	64	61	48	51	53	6%	-21%
Croydon	246	149	158	132	146	-16%	-47%
Ealing	287	147	137	113	132	-18%	-61%
Enfield	235	135	98	85	106	-13%	-64%
Greenwich	200	122	130	126	126	-3%	-37%
Hackney	208	117	127	162	135	28%	-22%
Hammersmith & Fulham	149	133	103	94	110	-9%	-37%
Haringey	160	117	78	80	92	3%	-50%
Harrow	121	58	55	52	55	-5%	-57%
Havering	211	120	129	84	111	-35%	-60%
Hillingdon	255	110	116	107	111	-8%	-58%
Hounslow	226	146	103	102	117	-1%	-55%
Islington	185	81	112	75	89	-33%	-60%
Kensington & Chelsea	170	114	120	113	116	-6%	-34%
Kingston upon Thames	124	77	49	65	64	33%	-48%
Lambeth	312	195	185	164	181	-11%	-48%
Lewisham	206	132	124	113	123	-9%	-45%
Merton	130	74	62	64	67	3%	-51%
Newham	189	75	105	88	89	-16%	-54%
Redbridge	187	98	96	83	92	-14%	-56%
Richmond upon Thames	135	103	76	64	81	-16%	-53%
Southwark	239	138	139	165	147	19%	-31%
Sutton	116	83	70	74	76	6%	-36%
Tower Hamlets	186	124	151	146	140	-3%	-22%

Waltham Forest	169	100	92	104	99	13%	-39%
Wandsworth	254	134	166	116	139	-30%	-54%
Westminster	408	293	286	272	284	-5%	-33%
Greater London	**6,684**	**3,946**	**3,784**	**3,526**	**3,752**	**-7%**	**-47%**

CO_2 Emissions.

LIP mandatory indicator: **CO2 emissions**			
Is this based on an existing National Indicator?			**No**
Has this been used as an indicator for LIPs 1?			**No**
Rationale	CO2 is a primary cause of climate change. This is a new indicator based on the Mayoral commitment to reduce emissions of CO2 in London by 60 per cent from 1990 levels, by 2025.		
Definition	Tonnes of CO2 emanating from ground-based transport, per year. Where applicable this includes emissions emanating from trunk roads, motorways, railways and airports (ground-based aviation). This indicator is based on the GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI Inventory). It is considered more comprehensive and therefore more applicable to London than DECC's national inventory.		
Principal sources of emissions from ground-based transport, 2006	Source: Travel in London Report Number 1, 2009		
Good performance	Measured by a reduction in the level of CO2 emitted. The level of any reduction needed to demonstrate good performance will depend on an individual authority's target.		
Collection interval	Approximately annual	**Data source**	GLA LEGGI Inventory
Return format	Tonnes of CO2	**Decimal places**	None
Reporting organisation	All background data will be collected and reported by TfL.		
Further guidance	For London authorities, consideration is being given to using the LEGGI Inventory for the purpose of reporting against NI 186 (per capita reduction in CO2 emissions in the local authority area).		

Table XX - CO2 emissions by borough: principal sources and per capita emissions for resident population, 2008

Data from GLA's London Energy and Greenhouse Gas Inventory (LEGGI). This is planned to be updated on an approximately annual cycle. The data underpinning this indicator differs from that specified for National Indicator NI 186 in that the LEGGI inventory provides more detailed and appropriate data for use by London boroughs in the context of the implementation of the Mayor's Transport Strategy.

	Non-transport	Road transport	Ground-based aviation	Other transport	Total emissions	Total ground-based transport	Population ('000s)	Total tonnes per capita	Ground based transport tonnes per capita
Barking & Dagenham	682	150	-	7	839	157	169	5.0	0.9
Barnet	1,252	385	0.2	17	1,654	402	332	5.0	1.2
Bexley	917	220	5.9	6	1,149	232	223	5.2	1.0
Brent	**1,114**	**213**	**0.2**	**18**	**1,345**	**231**	**271**	**5.0**	**0.9**
Bromley	1,096	276	1.5	5	1,379	283	303	4.6	0.9
Camden	1,251	156	-	16	1,423	172	236	6.0	0.7
City of London	1,176	48	-	0	1,224	48	8	153.0	6.0
Croydon	1,291	263	0.3	6	1,560	269	342	4.6	0.8
Ealing	1,194	290	47.0	57	1,588	394	309	5.1	1.3
Enfield	1,178	333	0.1	3	1,514	336	288	5.3	1.2
Greenwich	834	217	3.1	3	1,057	223	223	4.7	1.0
Hackney	721	129	-	3	852	131	212	4.0	0.6
Hammersmith & Fulham	980	139	0.5	16	1,135	155	172	6.6	0.9
Haringey	807	158	-	5	971	164	226	4.3	0.7
Harrow	771	152	0.3	7	930	159	216	4.3	0.7
Havering	848	344	3.8	8	1,203	355	230	5.2	1.5
Hillingdon	1,523	387	1,134.3	42	3,086	1,563	253	12.2	6.2
Hounslow	1,182	312	41.8	2	1,538	356	223	6.9	1.6
Islington	1,067	126	-	4	1,197	130	191	6.3	0.7
Kensington & Chelsea	972	114	0.6	12	1,098	126	180	6.1	0.7
Kingston	532	175	-	2	709	177	160	4.4	1.1
Lambeth	1,026	176	-	5	1,206	180	275	4.4	0.7
Lewisham	896	189	-	7	1,092	196	262	4.2	0.7
Merton	736	161	-	3	900	164	201	4.5	0.8
Newham	1,110	192	36.8	6	1,345	235	250	5.4	0.9
Redbridge	767	263	0.0	3	1,032	266	258	4.0	1.0

Richmond	821	197	96.7	1	1,116	295	180	6.2	1.6
Southwark	1,776	222	0.8	4	2,002	227	278	7.2	0.8
Sutton	631	120	0.0	0	752	121	188	4.0	0.6
Tower Hamlets	2,090	204	11.4	3	2,308	218	221	10.4	1.0
Waltham Forest	773	175	-	2	950	177	223	4.3	0.8
Wandsworth	1,071	209	-	6	1,286	214	284	4.5	0.8
Westminster	2,967	294	1.5	12	3,275	307	236	13.9	1.3
Greater London	**36,053**	**6,986**	**1,387**	**289**	**44,715**	**8,662**	**7,623**	**5.9**	**1.1**

LIP mandatory indicator: **Asset condition**			
Is this based on an existing National Indicator?			**No**
Has this been used as an indicator for LIPs 1?			**Yes**
Rationale	This indicator monitors the proportion of principal road carriageway where maintenance should be considered. This is a significant indicator of the state of the highways asset.		
Definition	The indicator measures the percentage of the local authority's Principal Road Network (PRN), for instance, strategic borough roads, where maintenance should be considered. The performance indicator is derived from DVI data supplied to TfL for each borough by the London Borough of Hammersmith & Fulham. It is considered that this data is more comprehensive and therefore more applicable to London than SCANNER (Surface Condition Assessment for the National Network of Roads) data as used for the purpose of NI 168 (principal roads where maintenance should be considered). Results are surveyed for all of the network, in both directions. For any given length of road, data from either the current financial year or the previous one may be used. All road surface types should be included. Where it is not physically possible to survey all parts of the network, rounded-up figures from shorter surveys (at least 90 per cent of the total requirement) will be used.		
Good performance	This is typified by a low percentage. A reduction in levels represents improvement. The level of any change needed to demonstrate good performance will depend on an individual authority's target.		
Collection interval	Annual surveys, taken at any point in the financial year.	**Data source**	Each highway authority reports on the network for which it is responsible.
Return format	%	**Decimal places**	None
Reporting organisation	All background data will be collected by the London Borough of Hammersmith & Fulham and is reported by TfL.		
Further guidance	The specification of survey requirements, procurement arrangements and accreditation processes to be followed are given in the UKPMS specifications, published by the UK Roads Board and available at www.ukroadsliaisongroup.org or www.ukpms.com		

Table XX - Highway Asset Condition

This indicator monitors the proportion of the principal road carriageway where maintenance should be considered and is based on Detailed Visual Inspection survey data. Appendix B – Borough Local Implementation Plan (LIP) performance indicators

	Year				
London Borough	2004	2005	2006	2007	2008
Barking & Dagenham	7	3	3	2	2
Barnet	7	7	4	4	3
Bexley	14	12	7	7	5
Brent	**11**	**9**	**7**	**6**	**6**
Bromley	17	13	9	7	5
Camden	14	13	10	11	8
City of London	6	16	12	11	11
Croydon	4	3	2	2	2
Ealing	11	14	10	8	8
Enfield	13	12	9	8	7
Greenwich	9	11	8	6	5
Hackney	16	13	10	6	5
Hammersmith & Fulham	9	12	9	7	6
Haringey	8	7	6	6	5
Harrow	11	9	7	5	5
Havering	7	6	3	2	2
Hillingdon	10	6	5	4	4
Hounslow	3	4	3	3	3
Islington	17	13	10	10	7
Kensington & Chelsea	3	5	4	4	3
Kingston	3	2	2	2	2
Lambeth	14	16	13	13	8
Lewisham	8	9	6	6	6
Merton	9	7	5	4	3
Newham	8	8	6	4	3
Redbridge	8	5	4	2	2
Richmond	19	20	17	13	12
Southwark	15	17	12	13	12
Sutton	2	4	4	4	3
Tower Hamlets	6	14	11	12	7

Waltham Forest	15	12	9	7	5
Wandsworth	7	4	3	3	3
Westminster	3	3	4	3	3
Greater London	**10.0**	**9.1**	**6.8**	**5.9**	**4.9**

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