



Highways Committee

Tuesday 7 February 2012 at 7.00 pm

Council Chamber, Brent Town Hall, Forty Lane,
Wembley, HA9 9HD

Membership:

Members

Councillors:

J Moher (Chair)
Powney (Vice-Chair)
Beswick
Jones
Long

alternates

Councillors:

Butt
Crane
John
R Moher
Arnold

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

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 Minutes of the previous meeting - 13 December 2011	1 - 4
3 Matters arising (if any)	
4 Deputations (if any)	
5 Petition for pelican crossing outside Fryent Primary School, Church Lane, NW9	5 - 12

This report informs the Committee of a petition seeking the introduction of Pelican crossing on Church Lane outside Fryent Primary School - where a zebra crossing already exists. The petitioners are concerned about the safety of children crossing the road at this location. The report outlines the results of a review of the situation and advises that Transport for London (TfL) set the criteria for, and make decisions on, the introduction of pelican crossings in London and that this location does not meet their criteria for the introduction of a pelican crossing.

Ward Affected: Fryent

Contact Officer: Tim Jackson,
Transportation Unit

Tel: 020 8937 5151

tim.jackson@brent.gov.uk

6 Proposed extension of GA controlled Parking Zone	13 - 36
---	---------

This report informs Committee of the results of the consultation on extending the existing GA Controlled Parking Zone (CPZ) that was recently undertaken.

The report shows that the consultation has identified a high level of support for extending the CPZ and accordingly recommends that, having considered the results of the latest consultation, together with the Equality Impact Analysis, the Committee agrees to the extension of GA CPZ into all the roads within the area covered by the consultation.

Ward Affected: Mapesbury **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

7 Local Implementation Plan (LIP) - TfL capital allocation 2012-2013 37 - 74

The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) funding allocation from Transport for London (TfL). This report outlines recent procedural changes to the arrangements for making that allocation, provides details of the 2012/13 LIP allocation and scheme programme, as approved by TfL - and seeks approval to implement the schemes and initiatives within that programme.

Ward Affected: All Wards **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

8 Proposed changes to charging and other arrangements for Preston Road Car Park 75 - 84

This report summarises the outcome of a meeting of a working group to address the two issues of Preston Road car park; (a) explore ways to improve the attractiveness and visibility of Preston Road car park with a view to improving usage and (b) to piloting a charging regime that could also improve usage and support the vitality of the shops and businesses along Preston Road. The report describes proposed measures that the working group agreed would improve the attractiveness and visibility of the car park and a pilot charging regime that could be introduced in the car park.

Ward Affected: Preston;
Barnhill **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

9 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.

10 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 20 March 2012.



- 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, 13 December 2011 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor [redacted] and Councillors Jones and Long

Also present: Councillors Butt, Cheese, S Choudhary and Ms Shaw

Apologies were received from: Councillors Powney and Beswick

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

None declared.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 18 October 2011 be approved as an accurate record of the meeting.

3. **Matters arising**

Pay and Display Controls in Bridge Road and Preston Road

Tim Jackson, Head of Transportation informed members that following a meeting involving local residents, business groups and ward members, an agreement had been reached for the pay and display machines to be activated from 3 January 2012.

Willesden Junction and Wembley Central station issues

Tim Jackson updated members that the planned meeting involving TfL, Network Rail and the Council on issues affecting Willesden Junction and Wembley Central stations had not taken place.

4. **Deputations (if any)**

None.

5. **Petition requesting traffic calming in Chambers Lane and Harlesden Road**

The Committee received a report informing them about a petition seeking the introduction of traffic calming on Chambers Lane and part of Harlesden Road on grounds of speeding traffic and road safety. The report sought members' approval to extend the Neighbourhood Scheme to include Chambers Lane and sections of Harlesden Road, so as to address the concerns of the petitioners.

The petition stated as follows;

"We call on the Council to introduce traffic calming measures to reduce the speed of vehicles in Chambers Lane and Harlesden Road".

Tim Jackson, Head of Transportation highlighted the results of a review of the situation. He informed members that the results of officers' investigations indicated that Chambers Lane and Harlesden Road took moderate levels of traffic, had higher than desirable vehicular speeds and that a number of personal injury accidents (PIA) had taken place. Against this background, there was some priority for the introduction of mitigation measures. Officers were currently developing proposals for a neighbourhood scheme within the Donnington Road area which adjoined Chambers Lane and Harlesden Road. He advised the Committee that the proposals (details attached as appendix A to the report) which would include a 20mph zone would be consulted on within the current financial year. Tim Jackson added that the proposals would enable the concerns of the petitioners to be addressed at the earliest possible opportunity.

Councillor Shaw drew members' attention to concerns expressed by residents regarding speeding along Chambers Lane and Harlesden Road particularly due to an aging population on Chambers Lane who had more difficulty crossing the road because of vehicular speeds. She requested officers to ensure that residents were fully consulted so as to obtain their views about proposals for improvement including crossing facilities.

Tim Jackson clarified that no analysis had been done to confirm the age profile of the population although it was of relevant concern and added that consideration would be given to traffic islands and crossing facilities as part of the proposals. He continued that speed enforcement was a matter for the police.

Councillor Cheese, lead petitioner, in welcoming the proposals to prioritise the introduction of mitigation measures to reduce the speed of traffic on Chambers Lane and Harlesden Road also asked if a crossing facility and/or traffic island could be added to the proposals. In response, Tim Jackson reiterated that consideration would be given to additional measures involving a crossing facility and a traffic island within the proposals.

RESOLVED:-

- (i) that the contents of the petition be noted;
- (ii) that approval be given to the extension of the Donnington Road Neighbourhood Scheme to include Chambers Lane and sections of Harlesden Road.

6. Brent's local (transport) implementation plan (LIP)

The Committee received a report that outlined the arrangements for developing transport strategy in London and for its implementation at a local level. Tim Jackson, Head of Transportation, informed members that the Council had been advised that the submitted Local Implementation Plan (LIP) had been approved by the Mayor. Accordingly the document represented the Council's official Local Implementation Plan for the period 2011-14 (or until the Mayor revised his strategy). He also confirmed that by gaining approval to the submitted LIP, the Council had discharged its legal duty to produce a LIP.

Councillor Jones enquired as to what was being planned to enhance the entrances to certain tube stations, particularly Dollis Hill station. Tim Jackson responded that TfL funding was no longer available for station improvements and therefore other ways of funding may have to be identified.

RESOLVED:-

- (i) that it be noted that the Local (Transport) Implementation Plan document, shown at Appendix "A", has now been approved by the Mayor for London and was now formally the Council's Local (Transport) Implementation Plan for the period 2011 to 2014 or until a replacement Plan was required;
- (ii) that it be noted that the Council had discharged its legal duty to produce a Local implementation Plan and obtained the Mayor's approval to that Plan.

7. Any Other Urgent Business

None raised at this meeting.

8. Date of Next Meeting

RESOLVED:-

that the next meeting would take place on 20 March 2012.

The meeting closed at 7.30 pm

J MOHER
Chair

This page is intentionally left blank



Highways Committee 7 February 2012

Report from the Head of Transportation

For decision

Wards Affected:
Fryent & Welsh Harp

Petition for the introduction of a pelican crossing on Church Lane outside Fryent Primary School

1.0 Summary

- 1.1 This report informs the Committee of a petition seeking the introduction of Pelican crossing on Church Lane outside Fryent Primary School - where a zebra crossing already exists. The petitioners are concerned about the safety of children crossing the road at this location.

The report outlines the results of a review of the situation and advises that Transport for London (TfL) set the criteria for, and make decisions on, the introduction of pelican crossings in London. The report explains that this location does not meet their criteria for the introduction of a pelican crossing.

The report explains that officers have already identified, and are consulting residents of the area on, alternative measures that will reduce speeding and improve safety in the vicinity of the school.

The report seeks approval to continue with the current course of action.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action taken by officers in relation to the issue.

- 2.3 That the Committee decides whether, having given consideration to the petition and the action taken by officers, to instruct the Head of Transportation to take a different course of action.

3.0 The petition

- 3.1 The petition, received from resident of the area, requests the introduction of Pelican crossing on Church Lane outside Fryent Primary School. The petition has been verified to be in accordance with Standing Orders.

- 3.2 The full wording of the petition is:

We, the undersigned, petition Brent Council to Install a pedestrian crossing directly outside the premises of Fryent Primary School, Church Lane NW9 8JD, Kingsbury, in place of the existing Zebra crossing. This is in order to protect the physical wellbeing of our children attending Fryent Primary School and to help them cross a very busy road safely and easily."

The petition has 102 signatures.

4.0 Existing Situation

Church Lane is a north/south local access road running between Kingsbury Road (A4006) and Blackbird Hill (A4088), and is therefore a popular traffic route.

The road is between 8 and 9m wide but locally narrowed to 7m at the location of the existing zebra crossing adjoining the school entrance.

The Council has provided a School Crossing Patrol officer (SCPo) on the existing zebra crossing to assist students and parents/carers crossing to and from the school for a number of years. There has been no SCPo at the site for several months following the resignation of the last SCPo and whilst the recruitment of a temporary replacement is undertaken.

Following a review of the SCP service, the Executive Committee agreed at their meeting on 19th September 2011 that this site would be classified as a "lower priority" site where the Council would no longer meet the cost of providing the service following "natural staff wastage". Accordingly, once recruitment is complete, a SCPo will be provided until the end of the summer term. After that date the service will no longer be provided unless alternative funding arrangements are agreed with the school.

The Executive also agreed to prioritise the introduction of speed reduction interventions and controlled crossings at SCP sites such that the number of lower priority sites would increase over time and risks would be reduced generally.

5.0 Detail

Traffic signals within Greater London are owned, installed and maintained by Transport for London (TfL), part of the Greater London Authority. It is their decision (and not the Councils) as to whether any new traffic signals, including Pelican crossings, can be installed at any particular location.

TfL's current ambition is to minimise the introduction of new traffic signals within Greater London. To that end they have established criteria that have to be met as part of the approval process for new signals.

In regards to new Pelican/Toucan or Puffin crossings the criteria is

- (a) that the proposed site has an personal injury accident (PIA) rate equal to or greater than the average pelican installation on roads in the boroughs area and it achieves a positive First Year Rate of Return (FYRR – taking into account positive and negative scheme impacts);

and

- (b) that it meets the PV^2 criteria (see appendix A)

The average PIA rate at pelican crossings within Brent is 1.8 per annum.

An accident investigation of the section of Church Lane in the vicinity of Fryent Primary school has identified that there has been 1 PIA in the last 3 years. This involved a vehicle colliding with the traffic island at the Elthorne Road junction at 4am on a Sunday morning. This is approximately 80m north of the existing Zebra crossing.

Even including this incident, the annual PIA rate is 0.3 per annum which is well below the required level of 1.8.

A PV^2 assessment of the site provides a peak value of 0.7×10^8 for the hour including the school start time.

This is clearly due to the level of pedestrian activity associated with the school. Outside the school start and finish times PV^2 levels will be lower. This means that the 4 hour average PV^2 will be well below the TfL required level of 1×10^8

Notwithstanding the fact that even if TfL's criteria were to be met funding for the introduction of a pelican crossing would have to be identified, it is clear that this location does not meet TfL's requirement for the introduction of a pelican crossing.

However, consistent with the of Executive Committee's decision on the 19th September 2011, officers have been examining opportunities to introduce additional risk mitigation measures in the vicinity of the entrance to Fryent Primary School.

Proposals have been developed and will be the subject of consultation with the local community during February 2012. The plan at Appendix B shows the proposals.

The key elements of the proposals are.

- The raising the existing Zebra crossing outside the school to reduce vehicular approach speed.
- The introduction of a raised informal crossing point at the site of an existing traffic island south of the school - to enhance this crossing point and to assist in slowing the speed of vehicles along this section of Church Lane.

In addition, vehicle activated signs (VAS) are to be installed to deter excessive speed on the approaches to the zebra crossing.

Lastly, if provision of a SCPo at the crossing ceases after July 2012 the School will be offered additional road safety education training alongside additional parking enforcement – consistent with the decisions made by the Executive on 19th September 2011.

Budget to introduce the proposals, subject to a positive response to the consultation, utilising a developer S106 contribution, has been identified.

6.0 Financial Implications

The estimated cost of the works is £40,000. There is sufficient capital funding within the available (transport) S106 budget to fully cover the cost of the scheme.

The future maintenance of VAS is not covered by the Councils street lighting PFI. The Council does not have a discrete budget for the replacement of VA signs when they are life expired. Accordingly the replacement of the signs proposed at a future date is dependent on the availability of funding at that time.

7.0 Legal Implications

There are no legal implications arising from this report and its recommendations at this time.

8.0 Equalities implications

There are no other equalities implications associated with this issue at this time. An equalities analysis may need to be undertaken once consultation on the proposals has been completed.

Appendices

Appendix "A" – PV² criteria for pelican crossings

Appendix "B" - Drawing showing proposals

Background Papers

Report to Executive (19th September 2011) - Proposed Changes to the School Crossing Patrol Service.–

Contact Officers

Peter Boddy – Transportation Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446. E-mail peter.boddy@brent.gov.uk.

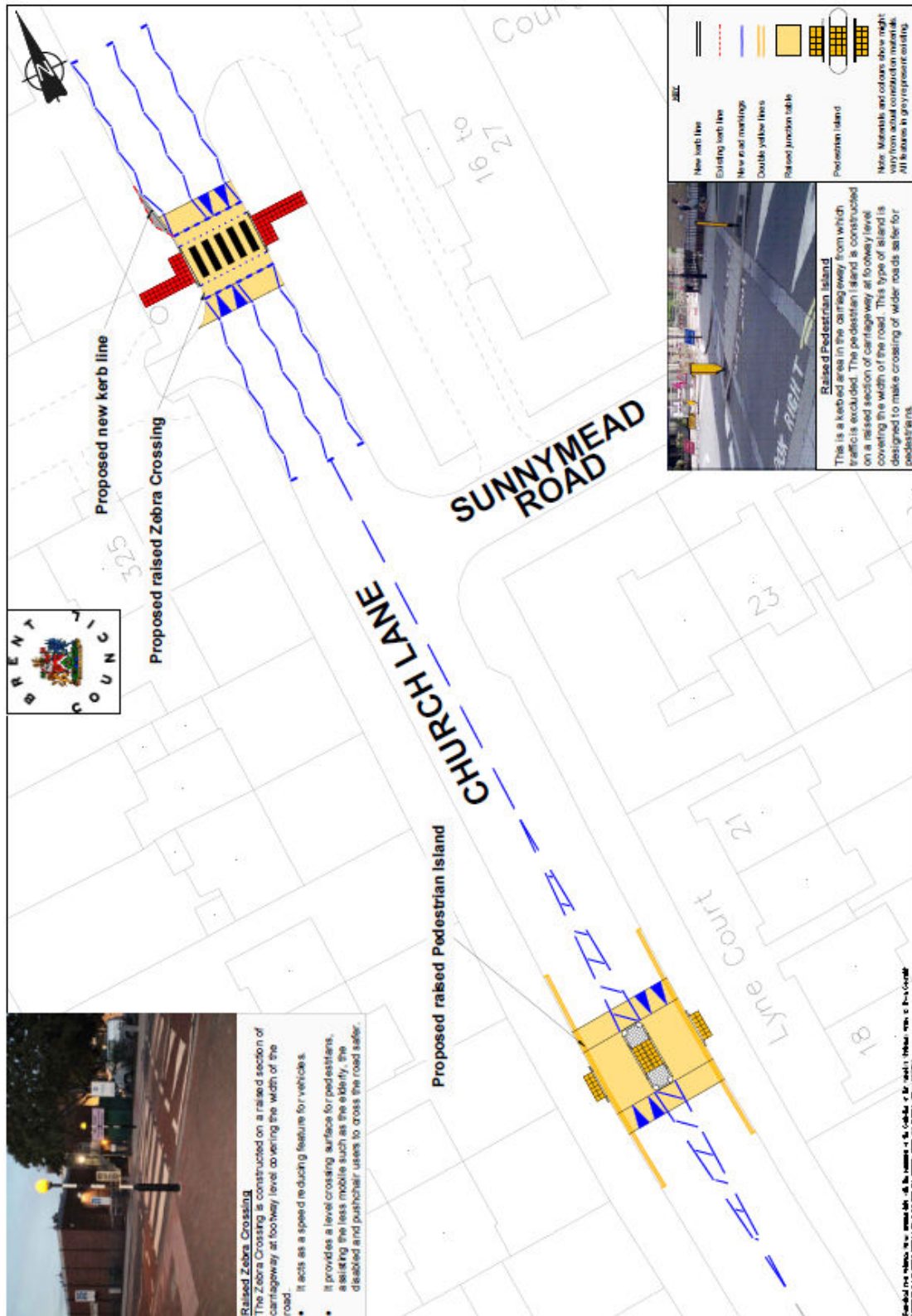
Tim Jackson – Head of Transportation, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151. E-mail tim.jackson@brent.gov.uk.

Appendix A – PV² Criteria


P = the pedestrian flow (pedestrians / hour) across a 100m length of road centred on the proposed crossing site.

V = the number of vehicles in both directions (vehicles / hour)

The PV² value should be the average over the four busiest hours of the day and a crossing is normally justified where the calculated value of PV² is equal to or greater than 1×10^8 on an undivided road or 2×10^8 on a carriageway incorporating a staggered crossing.



This page is intentionally left blank

	<p style="text-align: center;">Highways Committee 7th February 2012</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Mapesbury
<p style="text-align: center;">Proposed extension of the GA Controlled Parking Zone.</p>	

1.0 Summary

- 1.1 This report informs Committee of the results of the consultation on extending the existing GA Controlled Parking Zone (CPZ) that was recently undertaken.
- 1.2 The report advises the Committee that the latest consultation exercise was a repeat of a consultation undertaken in 2010. The exercise was repeated because the 2010 exercise was undertaken at a time when the current emission based resident permit regime had not been formulated.
- 1.3 The report shows that the consultation has identified a high level of support for extending the CPZ and accordingly recommends that, having considered the results of the latest consultation, together with the Equality Impact Analysis, the Committee agrees to the extension of GA CPZ into all the roads within the area covered by the consultation.

2.0 Recommendations

- 2.1 That Committee notes the results of the most recent consultation into a proposal to extend the GA CPZ and agrees to extend the CPZ into all streets consulted, subject to the completion of the necessary statutory consultation.
- 2.2 That Committee authorises the Head of Transportation to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement the extension of the GA CPZ.

3.0 Details

Proposed GA CPZ extension

- 3.1 At the 19th October 2010 meeting, the Committee were presented with the results of a consultation into extending the GA CPZ extension undertaken in June/July 2010. That consultation had been undertaken before the Executive Committee's decision to introduce an emission based parking permit regime which subsequently became operational on 1st April 2011.
- 3.2 Noting that responses to all CPZ consultations undertaken in late 2010 had been made without knowledge of the proposed change, the Committee decided that (in areas where the results of consultation had indicated a broad support for controlled parking) residents should be re-consulted after a decision on the emission based permit charging regime had been made.
- 3.3 The GA CPZ extension area was one such area. Re-consultation on the proposed extension has now been repeated. The questionnaire asked residents / businesses if they wanted to "join" the existing GA CPZ recognising that the new (emissions based) system of charging for residents' permits would apply. Details of the charges were provided within the consultation documentation. Copies of the consultation document and questionnaire are shown in appendix A of this report.
- 3.4 The existing GA CPZ is within Mapesbury ward and operates Monday-Friday from 10am to 3pm. The area consulted is surrounded by the existing GA CPZ and the MW CPZ.
- 3.5 The area is primarily residential. The majority of the roads are cul-de-sacs and relatively narrow with semi-detached housing and front gardens.

Summary of re-consultation results

- 3.6 Consultation was undertaken during October / November 2011. The consultation material is shown at Appendix "A",
- 3.7 In total 80 addresses (4 streets) were consulted and a good (45%) response was received. Overall 75% of respondents supported the proposals. A road by road analysis of the responses received is shown below.

Road Name	Question. delivered	Question. returned	% Response	Q 1		% Yes
				Yes	No	
Anson Road (section)	39	19	49.0	12	7	63.0
Gardiner Avenue	22	8	36.0	8	0	100.0
Henson Avenue	11	4	36.0	3	1	75.0
Tracey Avenue	8	5	63.0	4	1	80.0
	80	36	45.0	27	9	75.0

- 3.8 The analysis shows that all the roads consulted were supportive of the extension of the CPZ. Anson Road (63% support), Gardiner Avenue (100%), Henson Avenue (75%) and Tracey Avenue (80%).

Discussion

- 3.9 The area covered by the proposed extension of the CPZ GA is currently subject to significant parking pressures. During the operational hours of the GA CPZ the (possible extension) area is heavily parked. This contrasts significantly with roads within the existing GA CPZ area where parking stress during CPZ hours is noticeably lower. It is extremely difficult to find a parking space within the consulted area. Parking stress has been observed as being higher in all the roads consulted which would suggest that a number of residents living within the GA CPZ are choosing not to buy permits and are parking in the uncontrolled (possible extension) area.
- 3.10 This consultation was carried out to find out if the people who live and work in the area still continue to support the proposals despite the changes to the cost of permits. The good rate of response (which is higher than the required bench mark of 20%) with overall support of 75% indicates that there is support for parking controls to be implemented in the area.

In essence, in every street consulted the majority of respondents were supportive of extending the CPZ.

- 3.11 It is therefore recommended that the GA CPZ is extended into all the streets consulted in the recent exercise subject to completion of the necessary statutory consultation.

4.0 Financial Implications

- 4.1 The estimated cost of undertaking statutory consultation and implementing the extension of the GA CPZ into the area described is £15,000. The allocation for the CPZ work programme in 2011/12 is £60,000. Adequate provision therefore exists to undertake the works that are the subject of the recommendations to the Committee.

There is no CPZ revenue budget (for new and extended CPZs) beyond the 2011/12 financial year so any planned work should be completed before 31 March 2012. The remaining CPZ revenue budgets will be removed as part of the 2012/13 budget which was agreed by Executive in agreeing the 2011/12 revenue budgets.

No (estimated) income from the extension of the GA CPZ has been factored within the Parking Revenue Account or other budgets for 2011/12 or beyond.

It is difficult to provide an estimate of the likely income that would be generated by the extension of the CPZ with a high degree of confidence because of the nature of the area and the short operational time of the CPZ.

However at this time it is estimated that the extension of the CPZ would generate an additional income of £7,500 pa from 1st April 2012.

5.0 Legal Implications

- 5.1 "Pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, require the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 5.2 The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.
- 5.3 Members have authorised the Head of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections or representations if he thinks that they are minor or vexatious. If following the statutory consultation process it is considered the schemes or any of them should go ahead then the Head of Transportation is authorised to implement the schemes. This means a further report will not be brought before the Committee prior to implementation of those schemes if there are no objections or only minor objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

- 6.1 An equalities analysis has been undertaken and is shown at Appendix B. The Committee is under a duty to give consideration to that analysis when considering this report and making a decision.

7.0 Staffing/Accommodation Implications

There are no staffing or accommodation implications arising from the issues set out in this report.

8.0 Environmental Implications

- 8.1 The implementation of CPZ schemes is in line with Government guidelines and policy relating to integrated transport policy and road traffic restraint. The CPZ will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

Appendices

Appendix “A” – Consultation documentation

Appendix “B” – Equalities Analysis

Background Papers

L.B. Brent Parking Strategy (2002)

A New Deal for Transport: Better for Everyone (DETR)

Traffic Management and Parking Guidance for London (GOL)

Any person wishing to inspect the above papers should contact Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5124

Contact Officers

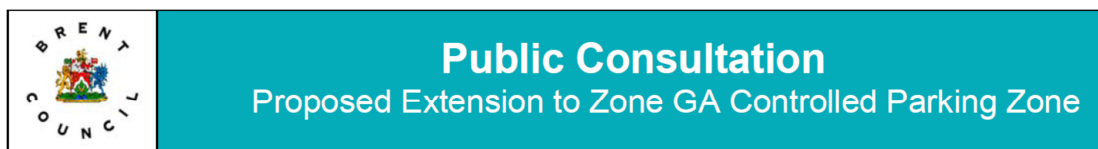
Hossein AmirHosseini, Team Leader – Parking, 020 8937 5188

Tim Jackson, Head of Transportation – 020 8937 5151

Appendix A
Consultation document – GA CPZ extension

Appendix A continued.

Our ref: TP899 - GA Extension
Oct / Nov 2011



Dear Resident / Business,

You may recall that in 2010 the Council consulted you on proposals to extend the GA CPZ which operates from **Monday to Friday, 10 am to 3 pm** into your roads as shown on the map overleaf. During the consultation, all the roads supported the proposal. However, since that consultation, the Council has introduced a new system of charging for residents' permits based on vehicle emissions. Details of these new charges are attached or can be found at www.brent.gov.uk/parkingpermits.

The new charges are very different from those that were in place when we consulted you last time. Because of this we are consulting you again to find out whether there is still support for including your road in the existing zone GA CPZ. It is important we understand your views.

Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to **London Borough of Brent, Highway & Transport Delivery, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ, by Friday 18th November 2011.**

Once the consultation period has closed, the responses will be analysed and a report will be presented on the 13th December 2011 to the Highways Committee meeting for a decision upon whether to extend the CPZ or not. Once that decision has been made you will be notified by letter.

A brief reminder of how CPZs operate generally:

- All the kerbside space is controlled. Yellow lines will be introduced to control road junctions (double yellows) and vehicular accesses (single yellows). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, the disabled, emergency services and the refuse collection service.
- Parking is allowed in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents need to purchase permits if they, or their visitors, wish to park in the designated parking bays during operational hours.
- CPZs are intended to give permit holders priority use of the parking spaces during operational times, but do not necessarily guarantee a parking space. Experience with CPZs introduced elsewhere has shown that residents are generally able to park closer to their homes, even where there is a high density of residents.
- Only the zone permit holders will be entitled to park in any street within the zone, but not in any other zone. Similarly, permit holders from other zones will not be entitled to park in your zone. The zoning helps to manage local demand for parking, especially in the roads close to shopping area. A larger zone may encourage permit holders to drive and park within the zone in bays near shops or railway stations, thereby inconveniencing residents close to these amenities.

If you require any further information regarding the consultation or wish to discuss any specific issues, please contact Solomon Nere, Senior Engineer on 0208 937 5124.

Yours sincerely

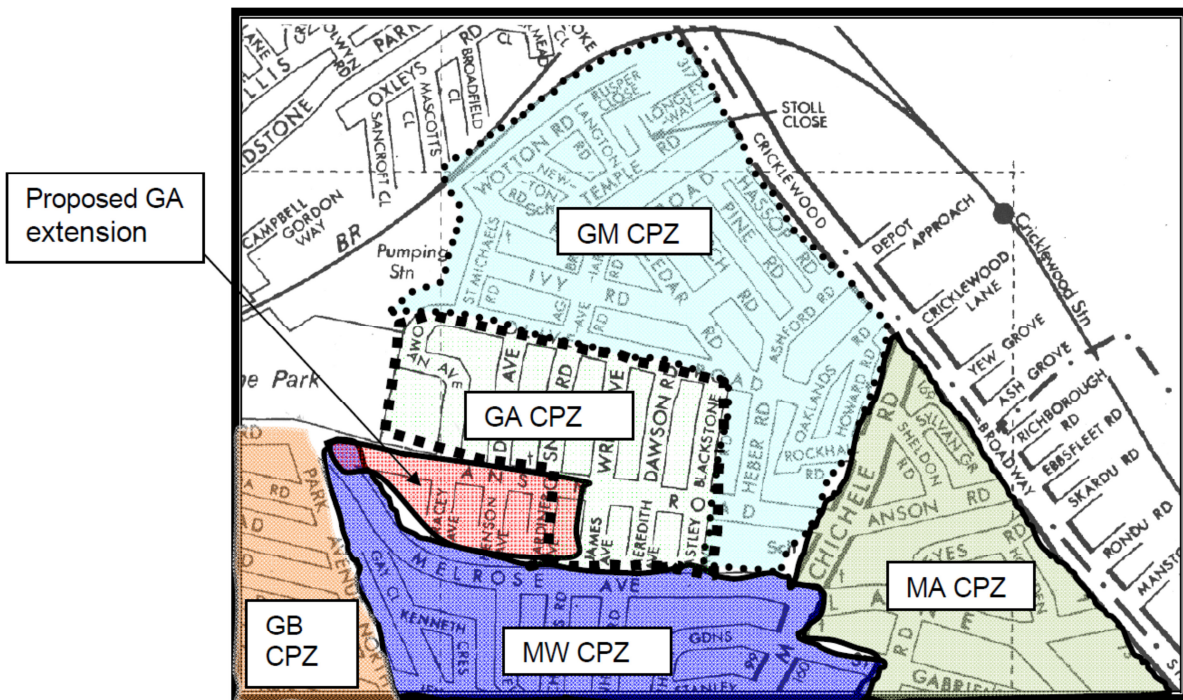
Tim Jackson
Head of Transportation

**If you require this document in larger print please
telephone 0208 937 5127**



Brent – building a better borough

Proposed GA CPZ extension to Anson Road (part), Gardiner Avenue, Henson Avenue and Tracey Avenue



Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, 100025260, 2011

Appendix A continued.

Our ref: TP899 - GA Extension
Oct / Nov 2011

	<h2 style="text-align: center;">Questionnaire</h2> <p style="text-align: center;">Proposed Extension to Zone GA Controlled Parking Zone</p>
---	---



Dear Sir or Madam,

Your views are important to us. Please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **Friday 18th November 2011**. Alternatively, post it to **London Borough of Brent, Highway & Transport Delivery, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

Details on-line

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation
Results will generally be available within one month of the closing date

Only one reply per household or business will be accepted.

Yours sincerely

Tim Jackson
Head of Transportation

**If you require this document in larger print please
telephone 0208 937 5127 or 5518**



Brent – building a better borough

Questionnaire

Are you in favour of being included in zone GA CPZ which operates between 10 am – 3 pm, Monday to Friday?

Yes

No

Comments

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation, please call Solomon Nere on 020 8937 5124 or the consultation officer on 020 8937 5127

Appendix A continued.

Brent Council CO2 Emission Based Permit charges



CONTROLLED PARKING ZONE PERMIT CHARGES:

- A charge of 1.25% will be added for payment by credit card. There is no charge for payment by debit card.

Brent Band	1	2	3	4	5	6	7
For vehicles registered on / after 1st of March 2001							
Vehicle Emissions (gCO2/km) *	<110	110-130	131-150	151-175	176-200	201-255	255>
Brent Band <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th>	1	2	3	4	5	6	7
For vehicles registered before 1st of March 2001							
Vehicle Engine Size (cc)	<1100	1101-1200	1201-1550	1551-1800	1801-2400	2401-3000	3000>
Resident Permit for 1 Year <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th>	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£110)	£60 (£110)	£75 (£110)	£100 (£110)	£125 (£135)	£160 (£160)	£200 (£210)
2nd Resident Permit Visitor Permit charges are in brackets	£75 (£110)	£75 (£110)	£113 (£123)	£160 (£160)	£188 (£198)	£225 (£235)	£300 (£300)
3rd Resident Permit Visitor Permit charges are in brackets	£100 (£110)	£100 (£110)	£160 (£160)	£200 (£210)	£260 (£260)	£300 (£300)	£300 (£300)
Resident Permit for 6 Months <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th>	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£55)	£31 (£55)	£43.50 (£55)	£68 (£55)	£88.50 (£68.50)	£81 (£81)	£108 (£105)
2nd Resident Permit Visitor Permit charges are in brackets	£43.5 (£55)	£43.50 (£55)	£82.50 (£81)	£81 (£81)	£100 (£100)	£118.50 (£118.50)	£168 (£155)
3rd Resident Permit Visitor Permit charges are in brackets	£68 (£55)	£68 (£55)	£81 (£81)	£108 (£105)	£131 (£131)	£168 (£155)	£168 (£155)
Resident Permit for 3 Months <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th>	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£31)	£18.50 (£31)	£24.75 (£31)	£31 (£31)	£37.25 (£37.25)	£43.50 (£43.50)	£68 (£55)
2nd Resident Permit Visitor Permit charges are in brackets	£24.75 (£31)	£24.75 (£31)	£34.25 (£34.25)	£43.50 (£43.50)	£63 (£53)	£82.25 (£62.25)	£81 (£81)
3rd Resident Permit Visitor Permit charges are in brackets	£31 (£31)	£31 (£31)	£43.50 (£43.50)	£68 (£55)	£88.50 (£68.50)	£81 (£81)	£81 (£81)
Visitor Household Permit Band <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th>	1	2	3	4	5	6	7
Visitor Household Permit Charges are marked in brackets, (only one permit per household can be issued)	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()
All Other Vehicles <th colspan="2">3 Months</th> <th colspan="2">6 Months</th> <th colspan="2">1 Year</th>	3 Months		6 Months		1 Year		
Business Livered Permit	£90		£100		£180		
Business Permit	£90		£160		£300		
Doctor's Exempt Permit	£160 per Year						
Temporary Permit	£10 per Month						
Replacement Permit (Lost, stolen, or defaced permit)	£10 per re-print						
* If the V5 document does not state the CO2 emissions, the Council will use the cc engine size in determining the correct permit charge.							

PTO

Appendix A continued.

Translation Request

<p>We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g. large print, Braille), please contact the Consultation Officer on 0208 937 5127.</p>	ENGLISH
<p>நங்கள் வழங்கும் தகவலை எங்களின் எல்லா வடிவங்களிலும் பரிந்துகொள்வதை நங்கள் விரும்புகின்றோம். இந்தத் தகவலை உங்களின் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, பிஞ்சுமொழி) நீங்கள் வேண்டினால், தயவுசெய்து 0208 937 5127 இல் கஸ்தாஹைசிப்பு அதிகாரியைத் தொடர்புகொள்ளவும்.</p>	TAMIL
<p>نود أن يتمكن جميع صلاتؤنا من فهم المعلومات التي نقدمها. إذا كنت ترغب في استلام هذه المعلومات مترجمة إلى لغتك الأولى أو تفصلها بصيغة أخرى (مثلا، بالحر وف الكبير ة أو مكتوبة بلغة بربل للمكتوفين) فيرجى الاتصال بموظف المشاور على هاتف رقم: 0208 937 5127</p>	ARABIC
<p>Ne duam që të gjithë konsumatorët tanë të kuptojnë informacionin, që ne japim. Nëse e doni të merrni këtë informacion në gjuhën tuaj ose në një format tjetër (p.sh. me shkronja të mëdha, ose shkrim Braville), lutemi kontaktoni Oficerin e Konsultimit në numrin 0208 937 5127.</p>	ALBANIAN
<p>Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. dużą czcionką, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji (Consultation Officer) pod numerem 0208 937 5127.</p>	POLISH
<p>Waxaanu rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aanu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale (sida qoraal balaadhan, taabasho akhris) fadlan lasoo xidhiidh xafiiska talo bixinta ee 02089375127.</p>	SOMALI
<p>અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અમારા ગ્રાહકોને સમજણ પડે એવું અમે ઈચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઈલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 0208 937 5127 પર સંપર્ક કરો.</p>	GUJARATI
<p>ہم چاہتے ہیں کہ جو معلومات ہم دیں وہ ہمارے تمام کسٹمرز سمجھ سکیں۔ یہ معلومات اگر آپ کو اپنی زبان یا کسی دیگر شکل (بڑے حروف کی چھاپائی، بریل) میں درکار ہو تو براہ مہربانی کنسلٹیشن آفیسر سے نمبر 0208 937 5127 پر رابطہ کریں۔</p>	URDU
<p>हम चाहते हैं कि जो सूचना हम दें वह हमारे सब कस्टमर्स समझ सकें। यह सूचना यदि आपको अपनी भाषा या किसी अन्य रूप (बड़े अक्षरों, ब्रेल) में चाहिये तो कृपया कंसल्टेशन ऑफिसर से नंबर 0208 937 5127 पर संपर्क करें।</p>	HINDI
<p>ਅਸੀਂ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਸਾਡੇ ਸਾਰੇ ਗ੍ਰਾਹਕ ਸਾਡੇ ਵਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਮੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਮਸਲਨ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੌਨਸਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 937 5127 ਤੇ ਸੰਪਰਕ ਕਰੋ।</p>	PUNJABI

Appendix A continued.



Equalities Monitoring Questionnaire

Brent Council is committed to ensuring that the services it provides meet the needs and requirements of all sections of the community. It is not compulsory to provide the information we are asking for but you will be helping us to meet this commitment and tailor our services to the needs of Brent's community, if you do so.

Any information given will be processed, in accordance with the Data Protection Act 1998 and therefore information which can identify you will not be published or passed to any third party.

We would appreciate your help by completing the following questionnaire and returning it to: Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

1) Your first and last name:

2) Your address:

3) What is your ethnic group? *(Please tick the relevant box)*

Asian or Asian British <input type="checkbox"/> Indian <input type="checkbox"/> Pakistani <input type="checkbox"/> Bangladeshi <input type="checkbox"/> Any other Asian background e.g. <i>African Asian</i> <i>Sinhalese</i> <i>Sri Lankan Tamil</i> <i>Nepali</i>	Black or Black British <input type="checkbox"/> Caribbean <input type="checkbox"/> African	Chinese or other ethnic group <input type="checkbox"/> Chinese <input type="checkbox"/> Any other ethnic group e.g. <i>Kurdish</i> <i>Afghan</i> <i>Iraqi</i>
White <input type="checkbox"/> British <input type="checkbox"/> Irish <input type="checkbox"/> Any other White background e.g. <i>Gypsy/Roma</i> <i>Albanian</i> <i>Croatian</i> <i>Polish</i>	Mixed Race / Dual Heritage <input type="checkbox"/> White/Black Caribbean <input type="checkbox"/> White/Black African <input type="checkbox"/> White/Asian <input type="checkbox"/> Any other mixed background	

4) Do you consider yourself to be a disabled person? No Yes → If 'Yes', please indicate the nature of your disability, by ticking the appropriate box below:

- Mobility difficulties (includes people who use wheelchairs)
- Sensory impairments (these include sight, hearing and speech impairments)
- Respiratory difficulties
- Other

5) What is your gender? Female Male

6) To which age group do you belong?

- 15-24 25-44 45-54 55-64 65-74 75-84 85+

This page is intentionally left blank

Extension to the GA CPZ: APPENDIX B - EQUALITIES IMPACT ASSESSMENT

Department: Environment and Neighbourhoods	Person Responsible: Tim Jackson
Service Area: Highway and Transport Delivery	Timescale for Equality Impact Assessment : By xx.11.2011
Date: 21st November 2011	Completion date: XXXXX.2011
Name of service/policy/procedure/project etc: Proposed extension to the GA Controlled Parking Zone (CPZ) in Mapesbury ward.	Is the service/policy/procedure/project etc: New <input checked="" type="checkbox"/> Old <input type="checkbox"/>
Predictive <input checked="" type="checkbox"/> Retrospective <input type="checkbox"/>	Adverse impact <input type="checkbox"/> Not found <input checked="" type="checkbox"/> Found <input type="checkbox"/> Service/policy/procedure/project etc, amended to stop or reduce adverse impact Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Is there likely to be a differential impact on any group? Possibly No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	Please state below:
1. Grounds of race: Ethnicity, nationality or national origin e.g. people of different ethnic backgrounds including Gypsies and Travellers and Refugees/ Asylum Seekers No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	2. Grounds of gender: Sex, marital status, transgendered people and people with caring responsibilities No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
3. Grounds of disability: Physical or sensory impairment, mental disability or learning disability No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	4. Grounds of faith or belief: Religion/faith including people who do not have a religion Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
1. Grounds of sexual orientation: Lesbian, Gay and bisexual Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	2. Grounds of age: Older people, children and young People No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
Consultation conducted No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	
Person responsible for monitoring: Tim Jackson / Hossein Amir-Hosseini	Date results due to be published and where: Highways Committee 7 th February 2012

Please note that you must complete this form if you are undertaking a formal Impact Needs/Requirement Assessment. You may also wish to use this form for guidance to undertake an initial assessment, please indicate.

1. What is the service/policy/procedure/project etc to be assessed ?

Extension to the GA Controlled Parking Zone (CPZ) in Mapesbury ward. Formal Impact Assessment

2. Briefly describe the aim of the service/policy etc? What needs or duties is it designed to meet? How does it differ from any existing services / policies etc in this area ?

2.1 Summary

At the 19th October 2010 meeting, the Committee were presented with the results of a consultation into extending the GA CPZ extension undertaken in June/July 2010. That consultation had been undertaken before the Executive Committee's decision to introduce an emission based parking permit regime which subsequently became operational on 1st April 2011.

Noting that responses to all CPZ consultations undertaken in late 2010 had been made without knowledge of the proposed change, the Committee decided that (in areas where the results of consultation had indicated a broad support for controlled parking) residents should be re-consulted after a decision on the emission based permit charging regime had been made.

The GA CPZ extension area was one such area. Re-consultation on the proposed extension has now been repeated. The questionnaire asked residents / businesses if they wanted to join the existing GA CPZ based on the new (emissions based) system of charging for residents' permits. Details of these new charges were attached in the consultation document. Copies of the consultation document and questionnaire are shown in appendix A of this report.

The existing GA CPZ operates Monday-Friday from 10am to 3pm. The area consulted is surrounded by the existing GA CPZ and MW CPZs.

The area is primarily residential. The majority of the roads are relatively narrow with semi detached housing and front gardens.

In deciding whether to implement the proposals proper consideration must be given to the representations, both in summary and in detail, to the original objectives behind the proposals, to the financial and legal implications and to the Equalities Impact Analysis. This EIA has therefore been prepared to assess the impact of the proposals on the needs and requirements of the community and determine whether these affect or discriminate directly or indirectly against people from some racial groups, sexuality, gender, age, faith or belief or disability.

There were no objections received on the proposals. However, concerns were raised on the affordability of obtaining permits. There were also concerns received from some residents of the area about the proposed parking arrangement (design of the bays on their street).

The report to Highways Committee on 13th December 2011 outlines the comments received in relation to the public consultation.

Having given this proper consideration, the Committee are recommended to approve implementation of the proposals on this area.

2.2 Recommendations

The recommendations in the Highways Committee report are as follows;

That Committee notes the results of the proposed zone GA extension regarding consultation and agrees to extend the CPZ in all streets consulted as detailed in the report subject to satisfactory statutory consultation.

(i) That, having given proper consideration of the matters raised by way of concerns raised as part of the public consultation

summarised within the report, and in the context of the policy and other reasons set out in the report and the Equality Impact Analysis, the Committee approves the introduction of GA CPZ extension scheme as described in this report

(ii) That Committee authorises the Head of Transportation to consider objections and representations to the statutory consultation mentioned in the detail part of this report and that he report back to members if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

2.3 Background – General

The area covered by the proposed extension of the CPZ GA is currently subject to significant parking pressures. There is inadequate parking space available to all those people wishing to park in the area according to the people who live in the area which triggered this consultation. This inadequacy creates significant problems for residents, visitors and businesses in accessing the area and undertaking their everyday activities.

The Committee delegated approval to the Head of Transportation to implement the Controlled Parking Zone (CPZ) in the identified area i.e GA extension highlighted in the report subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

The Committee are advised that residents and businesses in the area of the proposed CPZ would be notified of the proposals and invited to make representations as part of the statutory consultation associated with the necessary amendments to Traffic Orders.

Proposals for GA CPZ extension were developed. Residents, businesses were consulted on the proposals.

2.4 Existing arrangements & background GA extension area.

The area consulted is bounded by existing GA CPZ to the east and north, existing MW CPZ to the west and south. The area is residential in nature. There is a community centre (Gladstone Community Centre) and a nursery in the area.

2.6 Consultation

Consistent with the arrangements approved by Highways Committee, a public consultation on the proposals took place in October / November 2011.

In total 80 addresses (4 streets) were consulted and 36 (45%) responses were received. Overall 75% of respondents supported the proposals. The full results of the consultation and the main areas of concern from both supporters and opponents of the scheme are shown in the committee report.

No major concerns were raised during the consultation period.

After the consultation period ended, officers held two site meetings with residents of Henson and Tracey Avenues to discuss the parking arrangements on their roads in response to their invitation. In the meetings, residents raised the following issues:

1. Why the Council carried out the re-consultation? (Answer: the reasons are mentioned in the consultation document attached to appendix A of the Committee report)
2. The proposed parking arrangement on the roads. (Answer: Majority agreed for yellow lines on the right hand side as you enter the Avenues and parking bays on the left. It was also agreed for single yellow lines outside the driveways and parking bays on the sides of the islands with double yellow lines at the corners.
3. The possibility of having a separate zone. (Answer: Due to the size of the area proposed, it is difficult to propose a separate zone)
4. Deterioration of the road surface, grate bins and drainage problems. discussed parking arrangements for their roads. Officers noted that residents suggestions will create more bays without causing any road safety issues and agreed to amend the original drawings. (Answer: these were reported to our Highways section for investigation)

There were also concerns raised about Disabled Persons Parking Places. Officers response was that, there are no disabled persons parking bays in the proposed area. However, Blue Badge holders are permitted to park free of charge by displaying their Blue Badge within the CPZs including shared bays. They can also park on single yellow and double yellow lines for up to 3 hours except where there is a ban on loading or unloading or at pay and display bays free of charge for as long as they need to.

2.8 Financial Implications

These are set out in the committee report.

2.9 Legal Implications

The introduction of parking controls require the making of a traffic regulation order under the Traffic Regulations Act 1984' The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the scheme(s). If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.

Members have authorised the Head of Transportation to commence the statutory process and to consider and reject objections if he thinks they are minor or vexatious. In this instance objections have been received that the Head of Transportation thinks are other than minor or vexatious. Consequently this report has been presented in order that the Committee shall properly consider the objections and decide whether or not to approve the making of the Traffic Orders and implementation of the scheme(s).

2.10 Staffing & other implications

No significant implications

3. Are the aims consistent with the council's Comprehensive Equality Policy?

These proposals are consistent with the Council's aim to ensure that the services we provide are relevant to the needs of the community.

The purpose of this policy is to ensure that services are relevant, responsive and sensitive and we are deemed to be fair and equitable by our service users.

4. Is there any evidence to suggest that this could affect some groups of people? Is there an adverse impact around race/gender/disability/faith/sexual orientation/health etc? What are the reasons for this adverse impact?

This equality impact assessment is being undertaken to determine the impact of converting the uncontrolled area into a Controlled Parking Zone (CPZ) on the eight equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy.

Annexe B provides detail on the equality strand analysis.

5. Please describe the evidence you have used to make your judgement. What existing data for example (qualitative or quantitative) have you used to form your judgement? Please supply us with the evidence you used to make your judgement separately (by race, gender and disability etc).

The issues/ impacts identified are based on census data plus site surveys/ conditions to assess risk. Further consideration has been given to the findings of the consultation process in Annexe A.

Please refer to Annexe B for the equality strand analysis and comprehensive detail on the sources used.

6. Are there any unmet needs/requirements that can be identified that affect specific groups? (Please refer to provisions of the Disability Discrimination Act and the regulations on sexual orientation and faith, Age regulations/legislation if applicable)

An analysis of the equality strands is available in Annexe B.

7. Have you consulted externally as part of your assessment? Who have you consulted with? What methods did you use? What have you done with the results i.e. how do you intend to use the information gathered as part of the consultation?

Consistent with the arrangements approved by Highways Committee, a public consultation on the proposed changes to the area started on 24th October 2011 for 25 days. The consultation documents were sent to all affected residents/businesses in the area and the documents were also available on the Council's website.

Statutory consultation on the necessary Traffic Orders will take place in the normal way with the proposals advertised in the local press, London Gazette and sent to statutory consultees. At the same time, all residents and businesses in the immediate vicinity of the roads where controls were proposed to change will be notified of the proposals by letter.

A meeting between officers and residents of Tracey Avenue was held on Friday 2nd December 2011. Another meeting with

residents of Henson Avenue was also held on Friday 9th December 2011.

8. Have you published the results of the consultation, if so where?

The results of the formal consultation are published with the report to the Councils Highways Committee on 7th February 2012.

9. Is there a public concern (in the media etc) that this function or policy is being operated in a discriminatory manner?

No.

10. If in your judgement, the proposed service/policy etc does have an adverse impact, can that impact be justified? You need to think about whether the proposed service/policy etc will have a positive or negative effect on the promotion of equality of opportunity, if it will help eliminate discrimination in any way, or encourage or hinder community relations.

The proposed scheme is not judged to be discriminatory or hinder community relations.

11. If the impact cannot be justified, how do you intend to deal with it?

Not applicable.

12. What can be done to improve access to/take up of services?

The introduction of CPZ in the area will provide more opportunity for residents and businesses in the area to find parking spaces including shoppers to the area.

It also leads to more effective enforcement particularly those motorists who park illegally on corners causing obstructions to all road users (assuming the level of resources does not change) which in turn improve safety.

13. What is the justification for taking these measures?

There is inadequate parking space available to all those people wishing to park near their homes. This inadequacy creates significant problems for residents, visitors and businesses in accessing the area and undertaking their everyday activities.

The Uncontrolled area represents an inconsistency since some motorists parking in these streets are avoiding to buying permits live in existing CPZ i.e existing GA or MW.

It could be argued that this situation is contrary to the Council's general policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys

Therefore, the justification is that the introduction of CPZ will mitigate the above issues.

14. Please provide us with separate evidence of how you intend to monitor in the future. Please give the name of the person who will be responsible for this on the front page.

The Council will monitor the operation of the CPZ in relation to the design of the scheme i.e number of parking bays provided and make sure there is a right balance in terms of available parking spaces for residents and visitors parking places and those holding blue badges.

Should you

1. Take any immediate action?
2. Develop equality objectives and targets based on the conclusions?
3. Carry out further research?

No further immediate or future action has been identified except contacting those disabled residents who have raised concerns for their parking needs.

16. If equality objectives and targets need to be developed, please list them here.

Not applicable.

17. What will your resource allocation for action comprise of?

The operational review/monitoring of the scheme will be undertaken by officers and funded through the existing/available revenue budget.

If you need more space for any of your answers please continue on a separate sheet

ANNEXE A - RESPONSES TO THE CONSULTATION
ANNEXE B - EQUALITY STRAND ANALYSIS

Signed by the manager undertaking the assessment:

Full name (in capitals please):
Tim Jackson

Date: 16-01-2012

Service Area and position in the council:

Head of Transportation, Highway and Transport Delivery Service, Environment and Neighbourhoods

Details of others involved in the assessment - auditing team/peer review:

H Amir-Hosseini, Team Leader- Design Group

ANNEXE A – RESPONSES TO THE CONSULTATION

Responses to of the consultation

Summary

In total 80 addresses (4 streets) were consulted and 36 (45%) responses were received. Overall 75% of respondents supported the proposals. The full results of the consultation and the main areas of concern from both supporters and opponents of the scheme are shown in the committee report.

The analysis shows that Anson Road (63%), Gardiner Avenue (100%), Henson Avenue (75%) and Tracey Avenue (80%) supported the proposals.

No formal objections are received to date.

Some of the comments received are as follows:

- The scheme is unfair and it's an extra tax payable by residents. No justification to pay to park.
- Resurface our roads.
- We need zone extended to our streets.
- Extremely important to introduce restrictions
- Don't want this before but we are forced to accept

ANNEXE B - EQUALITY STRAND ANALYSIS

Introduction

The equality assessment is being undertaken to determine the impact of the proposal to implement GACPZ extension.

This assesses the impact on the eight equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy. Comments from the consultation process raised a concern that residents with mobility difficulties be disadvantaged due to implementation of CPZ.

Conclusions are based on census data, management information, and demographic analysis from Mosaic. We have cited the census 2001 data to ascertain knowledge of the resident demography. It is acknowledged that this census data is ten years old but the census 2011 information will not be available until next year.

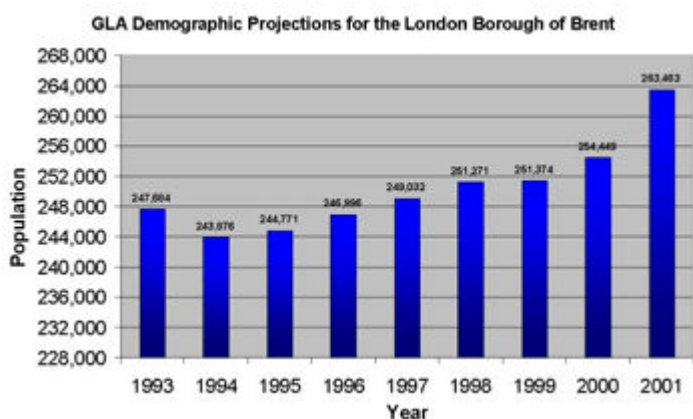
Potentially affected wards

The ward directly affected is Mapesbury.

Brent's Population

Brent's population at the time of the 2001 census release was 263,464 and the Borough has experienced a growth rate of 3.2% since 1991.

Brent has a high level of natural change, and is also characterised by a high levels of migration out of the borough which is responsible for the low level of overall population growth between 1991 and 1999. The fall in Brent's population in 1994 is due to the boundary change that occurred at the time.



It should be noted that Brent has a high level of migrant residents.

1. Age Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

2. Race Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

3. Disability Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand. There is the Blue Badge scheme managed by local authorities for people with severe mobility problems. It allows Blue Badge holders to park close to where they need to go; including on single or double yellow lines for up to three hours, except where there is a ban on loading or unloading or at 'on-street' parking meters and pay-and-display machines for free and for as long as they need to. In addition

there are 4 disabled parking bays designated for blue badge holders in the existing GA zone and 17 in the MW zone which is near to the proposed area.

4. Gender

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

5. Sexual Orientation

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

6. Faith

We have no reason to believe that the proposals would have greater or lesser effect on people on account of their faith.

7. Maternity

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

8. Pregnancy

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

Income and Deprivation

Whilst income and deprivation is not an equality strand, the results of the consultation indicated that some of the residents are concerned with the effect of the introduction of a CPZ charges.

Although many of Brent's residents are affluent, parts of the borough continue to suffer high levels of social and economic disadvantage. Nationally, Brent is ranked 53rd out of 354 areas in the Indices of Multiple Deprivation (IMD) 2007 (1=most deprived,354=least deprived).This is a drop of 28 places from 2004, moving Brent from being within the 25% most deprived local authorities in the country to be within the 15% most deprived.

The map below identifies areas of highest deprivation.



Annexe 4.6

Index of Multiple Deprivation

Source: DCLG, 2007

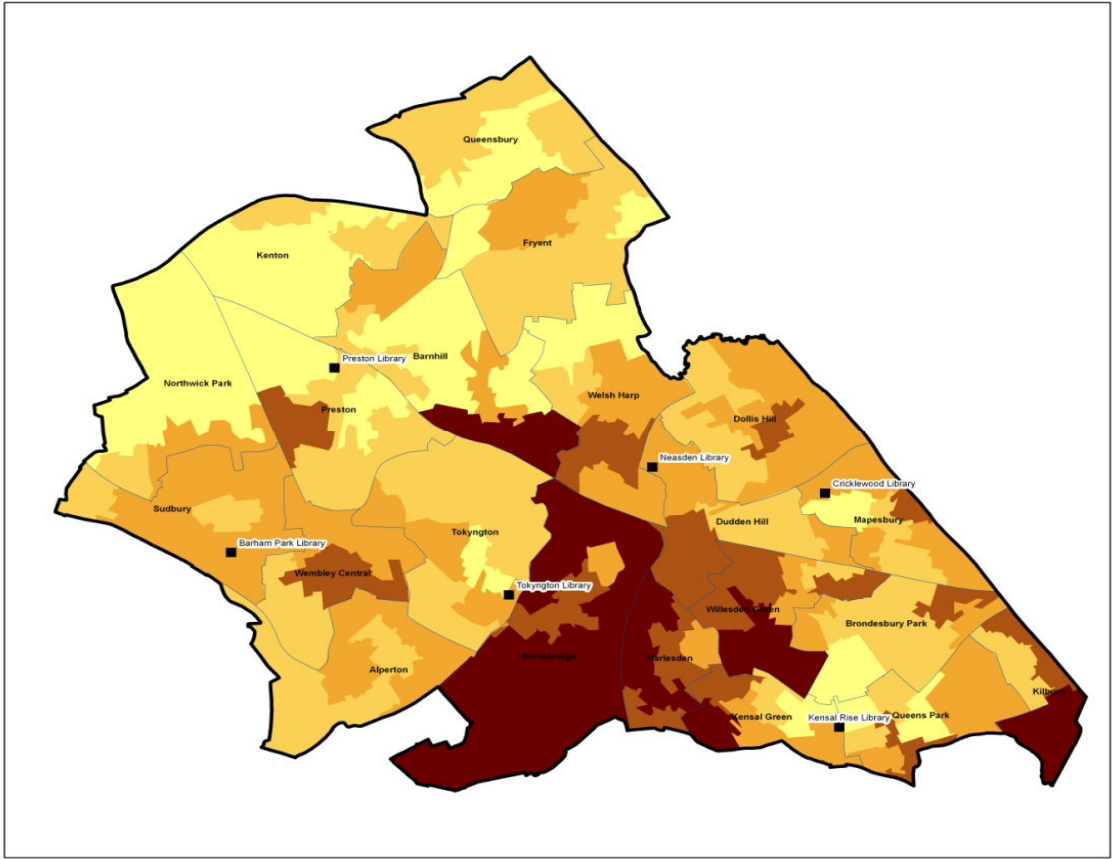
Legend

- Library Closures
 - ▭ Borough Boundary
 - ▭ Ward Boundaries
- Overall IMD 2007 Rank**
- Top 10% most deprived
 - 10 to 20 % most deprived
 - 20 to 30% most deprived
 - 30 to 40% deprived
 - 40 to 80 % least deprived

0 0.5 1 Kilometers



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
London Borough of Brent, 10002000 2011
Date: February 2016
Source: 2008 Lower-Small Area Indices, Employment, Library Closures
Produced by the GIS Development Team



The table below ranks wards according to their IMD.

Deprivation

ODPM Indices of Deprivation 2004 (Ward level figures)								
Ward Name	IMD Rank	Rank of Income Domain	Rank of Employment Domain	Rank of Health Domain	Rank of Education Domain	Rank of Housing Domain	Rank of Crime Domain	Rank of Living env Domain
Alperton	12416	9046	16582	21619	17212	2539	15327	17098
Barnhill	14371	10942	16579	17611	22538	3024	13507	23256
Brondesbury Park	12772	11650	14025	16489	25510	4065	7109	18142
Dollis Hill	12899	9024	14553	20129	18731	4104	15962	17636
Dudden Hill	12791	10532	14408	19566	21672	3934	9555	16698
Fryent	14706	10971	16499	20240	23624	4708	12843	15872
Harlesden	4089	2083	3849	10354	12764	3881	5702	12610
Kensal Green	8852	7534	9000	14626	19315	4968	8378	9834
Kenton	21567	19420	22680	23701	29313	5368	15927	19313
Kilburn	6312	5156	6397	9243	17028	4112	5377	16554
Mapesbury	11585	10031	11766	13904	24288	4821	9143	14884
Northwick Park	20070	17921	22460	23226	28333	3865	18161	20262
Preston	17282	12984	19279	21036	26374	4591	17907	19329
Queens Park	11518	10536	11522	15239	23013	5289	8839	11301
Queensbury	16652	12125	18695	21421	24726	4694	14805	20363
Stonebridge	3920	2115	5396	12528	11250	1698	8829	13042

Sudbury	11671	9312	15148	17486	22162	2285	11387	17735
Tokington	13109	10170	14522	20244	20934	3698	13336	18436
Welsh Harp	12020	9398	14648	20003	19233	3416	12767	12620
Wembley Central	9002	7052	11129	16146	17888	3746	7649	11216
Willesden Green	9244	6980	10168	14005	20878	3947	8902	13776

IMD and domains

The IMD 2004 was constructed by combining the seven transformed domain scores for Lower Level Super Output Areas. The Lower Layer comprises groupings of Output Areas and has a minimum population size of 1,000 persons. Each zone in the lower layer is constrained within Census ward boundaries.

IMD Ward Ranks

Ward Ranks have been obtained using an average of the combined Lower Super Output Area SOA ranks for each ward. The SOA with a rank of 1 is the most deprived, and 32482 the least deprived, on this overall measure.

Areas of High Deprivation


The wards highlighted in orange contain combined SOA,s with an average IMD that falls within the top 15% deprived SOA's in the country. Just over a third of SOA,s in Stonebridge ward fall into the 10% most deprived category.

Source: 2001 Census

©Crown copyright material is reproduced with the permission of the Controller of HMSO and the Queen's Printer for Scotland.

The neighbourhoods experiencing the highest levels of deprivation are largely located in the south of Brent. However, this situation is changing with high levels of deprivation now seen in pockets of the north of the borough. The most deprived residents also have the lowest income levels, highest unemployment levels, poor and overcrowded housing and the worst health outcomes.

In conclusion, Mapesbury is classified the seventh highest level of deprivation when compared to other wards in the borough where CPZ's were operated successfully particularly majority of the Mapesbury area is already covered by Controlled Parking which has successfully improved on streets parking for local residents and businesses. Therefore, there is no evidence to suggest that introducing a CPZ extension to an existing CPZ would significantly disadvantage local and businesses in this area.

	<p style="text-align: center;">Highways Committee 7 February 2012</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: ALL
Transportation Local Implementation Plan – TfL Capital Allocation 2012-2013.	

1.0 SUMMARY

- 1.1 The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) funding allocation from Transport for London (TfL).
- 1.2 This report outlines recent procedural changes to the arrangements for making that allocation, provides details of the 2012/13 LIP allocation and scheme programme, as approved by TfL - and seeks approval to implement the schemes and initiatives within that programme.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the TfL capital (LIP) allocation of £3,988,000 for the 2012/13 financial year.
- 2.1 That the Committee notes the TfL capital (LIP) “major scheme” allocation of £500,000 for the 2012/13 financial year to progress the Harlesden Town Centre scheme,
- 2.2 That the Committee instructs the Head of Transportation to implement the schemes and initiatives set out in this report and ensure their delivery using the allocated budget and resources.
- 2.3 That the Committee authorises the Head of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic

Management Orders if there are no objections or representations, or if the Head Transportation considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

3.0 DETAIL

- 3.1 The Council receives a fixed block of capital funding annually from Transport for London (TfL). This is calculated by way of a 'needs-based' formula and is made available through section 159 of the GLA Act and is called Local Implementation Plan (LIP) funding.

All (London) Councils were notified of the total budget TfL proposed to allocate for the LIP programme, and how it would be allocated against the key headings, for the period 2011/12 to 2013/14 in April 2011. That notification is shown at Appendix 1.

In May 2011, TfL advised the Council of its provisional LIP allocation for 2012/13 and provided guidance on how spending submissions (programmes of work) for 2012/13 should be compiled and submitted to them for approval.

The amount of funding allocated to each borough is determined through a funding 'formula' (developed by TfL in conjunction with London Councils) that uses a number of metrics to establish 'need' on a consistent basis across all 33 London boroughs.

Appendix 2 shows that guidance and provides details of the Councils allocation across the 3 key headings. It illustrates that the 2012/13 allocation across the 3 headings (Corridors, Neighbourhoods & Supporting Measures, Principal Road Maintenance and Local Transport Funding) is £3,488,000.

- 3.2 Annual LIP Spending Submission arrangements.

The Council's LIP submission for any year is submitted for TfL's approval in October of the preceding year and is comprised of a pro-forma and additional supporting information.

The resulting financial allocation is to be used to support the sustainable management and improvement of the borough's transport network, and to influence travel decisions, in accordance with the Council's approved LIP policies and to support the overarching policies and objectives set by the Greater London Authority/TfL London and in support of the Mayor's Transport Strategy.

The funding submission/application is structured over four overarching funding headings. These headings dictate the type of projects that London boroughs can request funding for and the (capped) amounts in terms of how much funding can be requested. A fifth heading is described as Local

Transport Funding and covers funding which Councils can utilize at their discretion. The five headings are:

- 1) Corridors and Neighbourhoods;
- 2) Supporting Measures (formerly known as 'Smarter Travel')
- 3) Carriageway and Structural Maintenance;
- 4) Major Schemes;
- 5) Local "discretionary" Transport Funding.

The types of project covered by these five headings are described later in this report.

3.3 The 2012/13 LIP submission

The 2012/13 Spending Submission was submitted on 6th October 2011 and was consistent with the TfL guidance and the Council's local priorities. Details of the schemes and initiatives within that submission are shown at Appendix 4.

As with previous annual spending submissions/applications, the methodology in selecting schemes to be included was - in no particular order:

- Previously committed (multi-year funded) projects;
- Neighbourhoods or corridors evidencing a disproportionately high (36 month) record of road collision statistics resulting in deaths, serious and minor injuries, using "Stats-19" data supplied by the Metropolitan Police;
- Support for overarching borough priority regeneration commitments, e.g.- Wembley and LIP-2 Major Scheme commitments, e.g.- Harlesden town centre;
- The submission was also informed - where possible - by proposals, suggestions and concerns received from Brent's members, residents and businesses;
- Schemes that support the delivery of Brent's TfL approved three-year transport plan - the second Local Implementation Plan (LIP) 2011/14.

3.4 Changes to the LIP Funding process from 2011/12 guidance.

The Committee will recall that the Council was required to prepare and submit for Mayoral approval its second LIP during 2011. That LIP sets out how the Council will implement the Mayor's Transport Strategy in a local context using the resources (primarily the annual LIP allocation from TfL) available.

The TfL guidance on preparing LIPs also provided the framework for the required Annual Spending Submission

There were no significant changes from the 2011/12 guidance to the 2012/13 guidance. However, the 12/13 Guidance Document emphasised:

- For Principal Roads Maintenance, the indicative funding available for each borough continues to be based on an assessment of need taken from the most recent condition surveys. It was recommended that boroughs submitted proposals for approximately 25% above the indicative funding to allow for possible reserve schemes to be brought forward.
- The focus of the Major Schemes programme is on delivering fewer, higher value schemes that make a transformational improvement, and assist in delivering the Major's "Better Streets" agenda. Brent has secured £500,000 for 2012-2013 to invest in Harlesden Town Centre. TfL have indicated that in excess of £1,500,000 may be made available for 2013/2014 to complete the scheme.
- The Guidance urges careful consideration should be given to the appropriateness of new traffic signals and such facilities should only be proposed where there is no realistic alternative (please refer to Sections 4.8 and 4.9 of the Second LIPs Guidance). Boroughs are also encouraged to consider removing any existing signals that are no longer considered necessary, or are no longer serving the purpose for which they were originally introduced.
- Boroughs are strongly encouraged to avoid the use of road humps, stating "all other options should be exhausted before consideration is given by boroughs to the potential use of vertical
- The Guidance also includes information relating to the implementation, operation and decommissioning of the Olympic Route Network and other London 2012 requirements. This includes that boroughs should plan on the basis that the 2012/13 LIP financial assistance is not to be used to undertake works on any parts of the road network that need to be kept clear during the lead up to, operation and decommissioning of the Game.

Again this guidance has informed the Councils 2012/13 submission in the programme submitted to TfL for approval and shown at Appendix 4.

The narrative below explains the type of interventions that are funded through the various programmes/headings.

3.5 Corridors & Neighbourhoods: This programme was previously split into two separate programme headings. As part of TfL's rationalisation of LIP headings the two were merged for 2012/13.

However, within this now merged programme heading, boroughs still need to address all the original objectives covered by both Neighbourhoods and Corridors. Officers have therefore separated Neighbourhood and Corridor

projects, for the purposes of the original funding application and reporting mechanisms, and to ensure a fair spread of capital projects across both areas.

'Corridor' interventions: are generally expected to facilitate the delivery of local safety schemes and bus priority measures, address London Cycle Network gaps, as well as to deliver other local cycling and walking related improvements and bus stop accessibility measures along discrete highway corridors. Formula based.

'Neighbourhood' interventions: are generally expected to facilitate the delivery of 20mph zones, address freight issues, support regeneration aspirations, include environmental and accessibility components and address localised parking problems in discrete areas or neighbourhoods. Formula based.

- 3.6 Supporting Measures: should facilitate the delivery of School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes. Formula based.
- 3.7 Maintenance: comprises the structural maintenance of principal (main) roads and bridges. As in previous years, carriageway condition surveys continue to be used by TfL to make allocations for highways maintenance, whilst bridge allocations are made through an established (LOBEG) prioritisation process.
- 3.8 Major Schemes: sit slightly outside of the annual funding application process and is a mechanism for developing and implementing larger public realm improvement schemes. This Programme area was formerly known as 'Area Based Schemes' (ABS) and covered town centres, station access and 'streets for people' projects.

TfL require boroughs to focus on larger towards larger (£1million or above) projects such as town centre projects. With Major Schemes – which more often than not focus on town centre type improvements - there is greater flexibility to spread funding allocations across a number of financial years, reflecting the fact that they are usually larger projects/schemes. The improvement of Harlesden Town Centre continues to be Brent's primary 'Major Scheme' intervention spanning the course of LIP-2, 2011-2014.

- 3.9 Local Transport Funding: Since 2009/10, TfL has allocated £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.
- 3.10 On 15th December 2011 TfL (i) notified the Council that the programme contained within its submission was approved and (ii) confirmed the allocation for 2012/13.

The notification letter from TfL is shown in Appendix 3. The allocation by heading is shown in Table 1, below.

Table 1: Summary of Brent Council's 2012-2013 TfL LIP funding allocation in relation to pan-London funding levels.

Programme	Pan-London allocation (£m)	Allocation to Brent (£m)
Principal Road Maintenance	20.3	0.788
Corridors, Neighbourhoods and Supporting Measures	79.93	2.6
Major Schemes	28	0.5
Local Transport Funding	3.3	0.1
Total	147.8	3.988

3.11 This report is seeking the approval of the Committee to implement, submit to the required consultation, the schemes and initiatives in the programmes set out in Appendix 4. TfL have approved that programme and have confirmed the 2012/13 allocation to meet the cost of the programme.

3.12 Consultation.

Consultation (public and statutory) will be undertaken on schemes involving the implementation of new measures (traffic calming, accident reduction measures etc.) on the road network.

In that schemes within the Neighbourhoods & Corridors programmes now involve a more holistic approach (i.e. a scheme may involve an accident reduction element together with bus and/or cycle priority elements whereas previously schemes generally dealt with each element in isolation) it remains increasingly important to present consultation material that details the “whole picture”. It will also be important to explain that, whilst this (still relatively new) approach allows a much more holistic treatment of neighbourhoods and corridors, there will be limitations as to the scope of work that can be undertaken within schemes with in each of the programmes, and levels of expectation need to be properly managed.

Maintenance schemes will not be the subject of local consultation although residents and businesses will be involved in the development of working arrangements. Various notification arrangements will be employed and a comprehensive communications plan will be developed and utilised.

3.13 Summary

The Councils 2012/13 Annual Local Implementation Plan (LIP) Funding Submission/Application was submitted to TfL for approval on October 6th 2011.

TfL, in consultation with London Councils and the London Boroughs use a formula based approach meaning the borough is not able to influence the overall total amounts allocated to the borough under each programme.

TfL have approved the Councils submission and confirmed an allocation of £3,988,000 for 2012/13 to implement the schemes and initiatives in that submission across the various programme areas and a further allocation of £500,000 to progress the Harlesden Town Centre Major Scheme.

The Committee is asked to authorise the Head of Transportation to commence design, consultation and implementation of the schemes and initiatives as presented. The Committee is recommended to instruct the Head of Transportation to prioritise the implementation of the programme and to deliver within the financial year 2012/13.

4.0 FINANCIAL IMPLICATIONS

TfL has allocated the Council £3,988,000 against specific approved programmes.

There are no significant structural maintenance (bridge) works planned in Brent for 2012/13. However, the Council will separately continue to receive £40,000 to act as lead borough (chair) the London Bridge Engineering Group (LoBEG). This was not included in the TfL allocation letters hence has not been factored into sums appearing in this report.

A fund for 'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1million. The council's Major Scheme spanning the course of LIP-2 (2011/14) is Harlesden Town Centre. TfL have allocated a sum of £500,000 to progress that scheme. The provision of further funding for that scheme is conditional upon the Council successfully negotiating TfLs Major Scheme "gateway" processes.

The approved LIP programme for 2012/13 shown in Appendix 4 is therefore fully funded.

The Head of Transportation proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time is charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no cost to the Council in implementing these schemes.

There is no provision for carry over and all works funded through the 2012/13 allocation must be completed by 31st March 2013.

5.0 LEGAL IMPLICATIONS

5.1 There are no significant legal implications arising from this report.

6.0 DIVERSITY IMPLICATIONS

6.1 The proposals in this report have been assessed by way of the Equalities Impact Assessment/INRA, supporting the Council's Member and TfL approved Local Implementation Plan (LIP) 2011-2014. Officers believe that there are no diversity implications arising from it. However, specific diversity implications relating to individual schemes will be identified and addressed as part of individual consultations that are carried out as part of the scheme designs and development, prior to implementation,

7.0 STAFFING IMPLICATIONS

7.1 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 linked to the Council's existing statutory Local Implementation Plan. There are no negative environmental implications of note arising from the funds allocated through the 2012-2013 Brent LIP funding application/settlement.

BACKGROUND INFORMATION

Any person wishing to inspect background papers should contact Tim Jackson, Head of Highways & Transport Delivery, Transportation Service, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5151

BACKGROUND PAPERS:

Report to Highways Committee 13th December 2011 – Brent's Local Implementation Plan.

APPENDICES

Appendix 1 – TfL letter (20th April 2011) clarifying pan-London LIP funding levels.

Appendix 2 – TfL LIP Spending submission guidance & provisional 2012/13 allocation details.

Appendix 3 – TfL letter (15th Decemember 2011) confirming approval of 2012/13 submission and funding allocation.

Appendix 4 – Brent 2012/13 LIP programme details

This page is intentionally left blank

APPENDIX 1.

**Copy of 20th April 2011 letter from TfL's Head of Projects and Programmes
clarifying the pan-London capital funding (LIP) level and LIP Funding
arrangements for 2011/12 - 13/14.**



Transport for London
Surface Transport

Palestra
197 Blackfriars Road
London, SE1 8NJ

Phone: 020 7222 5600
www.tfl.gov.uk

20 April 2011

Dear Colleague

Local Implementation Plan (LIP) Funding

Further to my e-mail of 25 February 2011 confirming the Mayor's announcement to keep LIP funding at £147.8m per annum for the next three years (2011/12 to 2013/14), I am writing to advise how the additional financial assistance is to be allocated.

Taking each year in turn:

2011/12: There is no change to the available LIP funding for 2011/12 and consequently boroughs do not need to amend their agreed programmes. Following the Spending Review 2010 (SR10) £146m was announced for 2011/12, however, the difference in funding relates to carry-over that has been agreed for specific projects in Havering, Kensington & Chelsea, Redbridge and Westminster.

2012/13: The £142m LIP funding in 2012/13 announced previously following SR10 is to be increased by £5.8m. Of this, £1.0m will be allocated to the Major Schemes programme, with the remaining £4.8m allocated to Principal Road Maintenance. Due to the severe weather conditions experienced over the past two winters the most recent condition surveys show the proportion of the Principal Road Network (PRN) that requires structural maintenance has increased from 5% in 2009/10 to 7% in 2010/11, with the percentage of the network requiring maintenance forecast to continue to rise year-on-year unless additional investment is forthcoming.

2013/14: For 2013/14 there will be an increase in LIP funding of £15.8m in comparison with the previous £132m that was announced following SR10. The decision on how this funding is to be allocated will be made in 2012 once we are collectively in a clearer position to understand the Principal Road Network Maintenance, Bridge Strengthening and other requirements.

Whilst it is recognised that the additional financial support in 2013/14 may result in additional expenditure on key LIP outputs (e.g. levels of cycle parking delivered) and outcomes (e.g. mode share for cycling), boroughs are asked to continue with preparation of their final LIPs based on the funding announced following SR10, together with the revisions for 2012/13 identified in this letter.

Notes:

- 1. A borough-by-borough breakdown of the LIP funding will be issued in May/June 2011 as part of the 2012/13 LIP Financial Guidance*
- 2. There is potential for individual boroughs to bring forward certain of the additional PRN funding to 2011/12 if there are reasonable grounds (e.g. to enable Principal Road Maintenance to be undertaken for relevant roads in advance of the 2012 Games)*
- 3. In order to improve bus stop accessibility, boroughs are encouraged to ensure that where PRN resurfacing and/or reconstruction is programmed, a kerb height of at least 100mm is maintained within the vicinity of the bus stop flag (note: TfL is happy to supply details of those bus stops where maintenance works on the PRN are co-located).*

Please do not hesitate to contact me if you have any questions or concerns regarding this matter.

Yours sincerely

David Rowe
Head of Borough Projects & Programmes

APPENDIX 2.

**Copy of 2012-2013 Local Implementation Plan Spending Submission Guidance
Note issued to boroughs by TfL in May 2011.**



Local Implementation Plan (LIP)
Annual Spending Submission
Guidance for 2012/13

LIP ANNUAL SPENDING SUBMISSION GUIDANCE FOR 2012/13

1.0 Background

- 1.1 The Guidance on Developing the Second Local Implementation Plans (May 2010) provides the framework for each borough's Second LIP and associated Annual Spending Submission. Accordingly, the borough's draft/final Second LIP should be the starting point for the programmes of work contained within the 2012/13 Annual Spending Submission. The purpose of this guidance is to confirm the available LIP funding in 2012/13 and to provide specific information on matters relevant to the Annual Spending Submission.
- 1.2 The breakdown of LIP funding by programme accords with the advice given on 4 November 2010, following the outcome of the Spending Review 2010 (SR10), and the subsequent revisions that were confirmed on 20 April 2011, following approval of the 2011/12 TfL Business Plan by the TfL Board.

2.0 Breakdown of LIP funding

- 2.1 Appendix 1 sets out the division of 2012/13 LIP funding under the following programmes:
- 1 Principal Road Maintenance
 - 2 Bridge Strengthening
 - 3 Major Schemes
 - 4 Traffic Signals Modernisation
 - 5 Top Sliced Funding
 - 6 Corridors, Neighbourhoods and Supporting Measures.
- 2.2 Appendix 2 provides a breakdown of the top-sliced funding for Partnerships, Local Transport Funding and Borough Officer Training.
- 2.3 The borough-by-borough allocations under the Corridors, Neighbourhoods and Supporting Measures programme are determined through a needs based formula that was developed with LOTAG and London Councils. The key variables (indicators, weightings and data), used within the needs based formula are unchanged from those applied in 2011/12.

3.0 Preparing the LIP Annual Spending Submission

- 3.1 Appendix 3 of this note provides the details of the 2012/13 indicative allocations for all boroughs under Corridors, Neighbourhoods and Supporting Measures, Principal Road Maintenance and the Local Transport Funding. The following matters should be taken into account when preparing the programmes of work within the 2012/13 LIP Annual Spending Submission:

Principal Roads Maintenance and Bridge Strengthening

- 3.2 Applications in relation to Principal Road Maintenance and Bridge Assessment & Strengthening should be made directly onto the Borough Portal. The indicative funding available for each borough under Principal Road Maintenance (PRM) is based on an assessment of need taken from the most recent condition surveys. It is recommended that boroughs submit proposals for approximately 25% above the indicative funding to allow for possible reserve schemes to be brought forward. *Note: £1.3m of the Principal Road Maintenance funding in 2012/13 has been reserved for the condition surveys across the 33 London boroughs.*
- 3.3 In respect of Bridge Assessment & Strengthening applications, full supporting information should also be submitted to the London Bridge Engineering Group (LoBEG) 'BridgeStation' website <http://www.bridgestation.co.uk>. Submissions will then be prioritised and funding awarded according to pan London requirements and available resources. The submission to the LoBEG website should include the completion/update of borough structure registers. It should be noted that no application will be considered either by LoBEG or Transport for London unless this information has been provided in full.
- 3.4 Where appropriate, there may be potential for individual boroughs to bring forward part of the PRM allocation from 2012/13 to 2011/12, for example to enable Principal Road Maintenance to be undertaken in advance of the 2012 Games. Any such proposals should be discussed with Duro Basic, TfL Programme Manager for Principal Roads (see Appendix 4 for contact details).
- 3.5 In order to improve bus stop accessibility, boroughs are encouraged to ensure that where resurfacing and/or reconstruction is programmed, a kerb height of at least 100mm is maintained within the vicinity of the bus stop flag (note: TfL is able to supply details of those bus stops where maintenance works on the Principal Road Network are co-located). More detailed advice on accessible bus stops can be found at http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible_bus_stop_design_guidance.pdf.

Major Schemes

- 3.6 The focus of the Major Schemes programme is on delivering fewer, higher value schemes that make a transformational improvement, and assist in delivering the Mayor's Better Streets agenda. Boroughs can apply for a proportion of the required funding from the Major Schemes programme for schemes costing more than £1m. For schemes with a total project cost above £2m, a business case must also be submitted and a design review carried out to ensure the proposals accord with the Mayor's vision for public realm.

- 3.7 Funding for Major Schemes is awarded through a competitive bidding process, which follows a three-step progression described in detail in the Guidance for Submission of Major Schemes, which is available on the Borough Extranet <http://boroughs.tfl.gov.uk/737.aspx>. Any new Step One (scheme justification) applications for Major Schemes funding in 2012/13 should be submitted separately to TfL by close of play on **Friday 2 September 2011**. The Step One Proforma and supporting information should provide sufficient detail to so as to give a complete overview of the project. It should explain the reasons for the project, identify the objectives, key components, estimated costs and delivery programme. The written information must be supported with photographic and/or drawn information such as layout plans, images and visualisations that best give an “at a glance” description of the proposals. To avoid difficulties with large file sizes, the applications should be uploaded onto the LIP Funding Document Management system, which is available via the Borough Portal. A covering e-mail should also be sent to boroughprojectsandprogrammes@tfl.gov.uk, marked for the attention of Scott Lester, Borough Projects & Programmes, confirming that the Major Scheme application has been uploaded.
- 3.8 New and on-going Major Schemes should also be referenced in the LIP Annual Spending Submission Proforma A – see Section 4.0 below.

Traffic Signals

- 3.9 Careful consideration should be given to the appropriateness of new traffic signals and such facilities should only be proposed where there is no realistic alternative (please refer to Sections 4.8 and 4.9 of the Second LIPs Guidance). Boroughs are also encouraged to consider removing any existing signals that are no longer considered necessary, or are no longer serving the purpose for which they were originally introduced.
- 3.10 Where a scheme does involve traffic signal works, boroughs can now invoice TfL for the full costs associated with confirmed schemes, even where the required works may continue beyond the end of the financial year. This should enable more effective resource planning and avoid the likelihood of subsequent payments being required after the year end. TfL’s Traffic Directorate will provide quotations for signals works and any changes to a quotation (i.e. the level of funding required) will be agreed with the borough through a change control process if the scope/scale of works is materially altered.

2012 Olympic Games

- 3.11 The implementation, operation and decommissioning of the Olympic Route Network and other London 2012 requirements will necessitate that significant parts of the road network are clear of any works during certain periods. The relevant London 2012 projects include:
- Olympic Route Network and Paralympic Route Network (Core, Venue, Alternative and Training routes)
 - Olympic Park, individual competition and accommodation venues (e.g. Wembley Stadium and Park Lane Hotels)
 - Road Events (e.g. Cycle Road Race)
 - Venue Local Area Traffic Management and Parking Controls
 - Central London Movement Management Area, currently being developed for Westminster and Camden (which is to help manage the high concentrations of people)
 - Training Venues
 - Non-competition venues (e.g. fleet depots & Games Family hotel accommodation)
 - National Houses
 - London Events (e.g. cultural events on the London Events Coordination Calendar [LECC])
- 3.12 Information on the above matters is currently being compiled and will be available on a borough-by-borough basis to show the extent of the road network that will need to be kept clear of any works, and the periods when such controls would apply. This material will be available in early June 2011, although may be subject to change over the following few months following further discussions with the ODA, LOCOG, GLA and borough officers.
- 3.13 Boroughs should plan on the basis that the 2012/13 LIP financial assistance is not to be used to undertake works on any parts of the road network that need to be kept clear during the lead up to, operation and decommissioning of the Games.

4.0 Annual Spending Submission Proforma

- 4.1 Boroughs should use the enclosed spreadsheet, which is based on 'Proforma A' within the LIPs Guidance, to provide details of proposals under Corridor, Neighbourhood & Supporting Measures and Major Schemes within the 2012/13 Annual Spending Submission. For new schemes, this information will then be uploaded by TfL onto the Borough Portal. *Note: as indicated in section 3.2, applications in relation to Principal Road Maintenance and Bridge Assessment & Strengthening should be made directly onto the Borough Portal.*
- 4.2 Based on feedback from borough officers on the Annual Spending Submission process last year, certain revisions have been made to the

proforma. In particular, that a short 'Reference Guide' has been added to provide advice on the information required within the different cells and drop down menus included where appropriate to provide consistency in reporting. Other points to note are as follows:

- **Funding sources:** details should be provided of where the required project funding will come from, including sources other than LIP financial assistance, e.g. council capital and revenue funding, developer funding or government grants
- **Expected main MTS outcomes** – these are detailed in Table 2.1 of the Second LIPs Guidance and repeated within the spreadsheet for ease of reference
- **Impact on Crossrail** – the Crossrail project is due to open in late 2018 and provides many opportunities for complementary measures to maximise its value to local communities. Boroughs are encouraged to consider Crossrail related initiatives as part of their LIPs funding programmes. In addition, boroughs are asked to indicate on Proforma A what, if any, impact (positive, negative, neutral) the interventions will have on Crossrail
- **Impacts on TfL Services or Infrastructure** - it is important to note that there are considerable pressures on TfL budgets and it is therefore essential that effective consultation, engagement and communication takes place for any proposal that has an impact on TfL services or infrastructure. This includes proposals that have an impact on bus routes, stops and terminal points/stands. For such schemes it will be necessary for early discussions to take place between the borough and TfL to determine the acceptability of the proposals.
- **Road humps:** boroughs are strongly encouraged to avoid the use of road humps. In a press release issued by the Mayor on 28 November 2008 he advised that *“Road humps are often simply a lazy way of delivering slower speeds, and also do little to encourage people to walk, cycle and spend time using their streets. I want to encourage councils to be bold and to think much more creatively about ways of achieving slower speeds, and creating better streets.”* Accordingly, all other options should be exhausted before consideration is given by boroughs to the potential use of vertical deflections such as road humps and speed cushions. Where such measures are considered by a borough to be the only option, TfL may require further discussions to determine the acceptability of the proposals.
- **Scheme monitoring:** If boroughs would like monitoring data to be provided by TfL for casualties, bus journey times and/or bus stop accessibility associated with specific schemes, this can be requested within the Annual Spending Submission.

- 4.3 The submission for 2012/13 will need to be made to TfL by Friday **7 October 2011**. Boroughs should e-mail their submission, together with a covering letter to boroughprojectsandprogrammes@tfl.gov.uk, marked for the attention of David Rowe, Head of Borough Projects &

Programmes, TfL Surface Transport, Palestra, 197 Blackfriars Road, London SE1 8NJ.

- 4.4 The financial assistance provided by TfL is under Section 159 of the GLA Act 1999. Section 4 (Funding and Approval) of the Second LIPs Guidance sets out the relevant matters to which TfL will have regard in exercising its duties under Section 159.

5.0 Annual report on interventions and outputs

- 5.1 Outputs from individual schemes or packages of schemes delivered during the course of the financial year should be reported each July using Profoma C within the Second LIPs Guidance. This replaces the need for spend and delivery information to be reported on a bi-monthly basis, although boroughs are required to keep their live Programmes of Investment up to date on the Borough Portal.

- 5.2 The 2010/11 Annual report on interventions and outputs should be submitted to TfL by **Friday 15 July 2011** and should be sent to boroughprojectsandprogrammes@tfl.gov.uk.

6.0 Advice and support

- 6.1 Contact details for the Borough Projects & Programmes team, LIPs Policy, Olympic Route Network and Road Maintenance and Bridges officers are provided in Appendix 4.

Appendix 1 – Breakdown of 2012/13 LIP Funding by Programme

LIP funding for Corridors, Neighbourhoods and Supporting Measures is allocated through a needs based formula. The table below sets out how the funding for these programmes has been determined from the total available £147.8m LIPs funding in 2012/13.

Programme	Funding Allocation
Total	£147.8m total LIP funding in 2012/13
Principal Road Maintenance (PRM)	£20.3m for PRM schemes (refer to section 3.2 – 3.5).
Bridge Strengthening	£5.3m for Bridge Strengthening (refer to section 3.3)
Major Schemes	£28m for the Major Schemes programme (refer to section 3.6 – 3.8).
Traffic Signals Modernisation	£9.8m for life-expired signal replacement on borough roads
Top-slice	£4.47m to cover the administration of the five sub-regional partnerships, one-pan London partnership (LEPT) and Local Transport Funding (see Appendix 2 for further details)
Corridors, Neighbourhoods and Supporting Measures	The balance of funding of £79.93m is allocated via the needs based formula for Corridors, Neighbourhoods and Supporting Measures.

Appendix 2 – Breakdown of Top Slice

Top Slice	£m	Comments
Borough officer training	£0.3m	This relates to the Borough Apprenticeship Programme, further details for which can be found on the Borough Extranet.
LEPT	£0.14	Paid to London Councils as the host authority
South London sub-regional partnership	£0.15	Paid to the Croydon as the south sub-region lead borough
East London sub-regional partnership	£0.17	Paid to Newham as the east sub-region lead borough
North London sub-regional partnership	£0.12	Paid to Haringey as the north sub-region lead borough
Central London sub-regional partnership	£0.15	Paid to City of London as the central sub-region lead borough
West London sub-regional partnership	£0.14	Paid to Ealing as the west sub-region lead borough
Local Transport Funding	£3.3	£100k payment for each borough to spend on transport projects of their choice that support the delivery of the Mayors Transport Strategy
Total	£4.47	

Note: Partnerships in receipt of LIP funding must conform to the minimum requirements for governance and hosting established through the Partnership Review that was undertaken in 2009/10. These requirements are intended to ensure robust and effective partnerships, to encourage participation of elected members and to meet the requirements of s159 funding. Further details of the Partnership Review can be found on the Borough Extranet:

http://boroughs.tfl.gov.uk/partnership_forums.aspx

Appendix 3 - 2012/13 borough allocations under Corridors, Neighbourhoods & Supporting Measures, Principal Road Maintenance and Local Transport Funding

Borough	Corridors, Neighbourhoods & Supporting Measures (£,000)	Principal Road Maintenance (£,000)	Local Transport Funding (£,000)	Total (£,000)
Barking and Dagenham	1,670	492	100	2,261
Barnet	3,729	954	100	4,783
Bexley	1,990	999	100	3,089
Brent	2,600	788	100	3,488
Bromley	2,828	880	100	3,808
Camden	2,419	430	100	2,949
City of London	832	116	100	1,048
Croydon	3,163	863	100	4,125
Ealing	3,278	742	100	4,119
Enfield	3,119	1,043	100	4,262
Greenwich	2,627	774	100	3,501
Hackney	2,247	269	100	2,616
Hammersmith & Fulham	1,988	465	100	2,553
Haringey	2,167	493	100	2,760
Harrow	1,678	679	100	2,457
Havering	2,483	491	100	3,074
Hillingdon	2,832	796	100	3,727
Hounslow	2,721	562	100	3,383
Islington	2,009	325	100	2,434
Kensington & Chelsea	1,955	248	100	2,302
Kingston	1,544	439	100	2,083
Lambeth	2,940	424	100	3,464
Lewisham	2,699	316	100	3,115
Merton	1,775	550	100	2,425
Newham	2,318	793	100	3,211
Redbridge	2,463	555	100	3,118
Richmond	1,941	840	100	2,881
Southwark	2,875	471	100	3,445
Sutton	1,547	173	100	1,820
Tower Hamlets	2,515	277	100	2,892
Waltham Forest	2,235	627	100	2,962
Wandsworth	2,841	309	100	3,250
Westminster	3,903	820	100	4,823
TOTAL	79,930	19,000	3,300	102,230

Note: a further £1.3m of the Principal Road Maintenance funding has been reserved for condition surveys across the 33 London boroughs in 2012/13.

Appendix 4 – TfL Contacts

Name:	Title/Subject:	Contact No:	Email address
Peter McBride	Regional Borough Programme Manager (South)	Tel: 020 3054 0862	Peter.McBride@tfl.gov.uk
Daniel Johnson	Regional Borough Programme Manager (Central)	Tel: 020 3054 4710	Danieljohnson@tfl.gov.uk
Julie Dye	Regional Borough Programme Manager (East)	Tel: 020 3054 0850	Julie.Dye@tfl.gov.uk
Lennox Davidson	Regional Borough Programme Manager (North and West)	Tel: 020 3054 0770	Lennox.Davidson@tfl.gov.uk
Bron Plaskowski	Traffic Signals	Tel: 020 3054 0819	Bron.plaskowski@tfl.gov.uk
Scott Lester / Anthony O'Keefe	Major Schemes	Tel: 020 3054 0802	Scott.lester@tfl.gov.uk Anthonyokeefe@tfl.gov.uk
Duro Basic	Principal Road Maintenance and Bridges	Tel: 020 3054 1129	Duro.Basic@tfl.gov.uk
Lizzy Peto	Olympic Route Network Consultation & Engagement	Tel: 020 3054 0159	ORNandPRNengagement@tfl.gov.uk
Kate Holgate / Billy Parr	LIPs Policy	Tel: 020 7126 4394	KateHolgate@tfl.gov.uk bilyparr@tfl.gov.uk
Stephen Mayers / Tony Clark	Borough Portal Support	Tel: 02030544994	bspsupport@tfl.gov.uk

APPENDIX 3.

Copy of 15 December 2011 letter from TfL's Head of Projects and Programmes approving Brent's October 2011 LIP Spending Submission and capital programme for 2012/13.



Adrian Piggott
 Team Leader/Principal Transport Planner;
 Transportation Service
 Environment & Culture
 Brent Council
 Brent House
 349-357 High Road
 Wembley
 Middlesex
 HA9 6BZ

Transport for London
 Surface Transport
 Palestra
 197 Blackfriars Road
 Southwark
 London SE1 8NJ

Phone
 Fax
www.TfL.gov.uk

15th December 2011

Dear Adrian

Local Implementation Plan (LIP) Funding - 2012/13

Thank you for submitting your LIP 2012/13 Annual Spending Submission to TfL on 6 October 2011. This has now been reviewed and I can confirm that the Corridors, Neighbourhoods and Supporting Measures proposals submitted by your authority are acceptable to TfL.

I can also confirm that funding will also be provided to your borough for the Major Scheme as set out below.

Project	TfL Major Schemes allocation		
	2012/13	2013/14	2014/15
Harlesden Town Centre Major Scheme- Completion of design.	£500,000	-	-

The Major Scheme funding is allocated on the basis set out in Appendix 1. Myself, or one of my colleagues, will be in touch shortly to arrange a meeting with your officers to discuss the scheme in more detail.

The financial information for the agreed schemes should be entered onto the Borough Portal by Friday 20 January 2012. If you would like TfL to enter this data on your behalf, please contact my colleague Tony Clark at anthonyclark@tfl.gov.uk. *Note: the Borough Portal is a web based tool used by TfL and the London boroughs to manage the allocation of funds, reporting, forecasting and subsequent claims. Accordingly it is essential the information on the Portal is kept up to date.*

The 2012/13 LIP allocations for Principal Road Maintenance should already be visible to you on the Portal.



The London Bridges Engineering Group (LoBEG) is currently reviewing the pan-London bridge assessment and strengthening programme. Therefore any allocation on the Portal in respect of this programme should at the present time be considered provisional and will be confirmed in February 2012, following further consultation with LoBEG.

As part of the on-going drive to reduce the impacts of roadworks in the Capital, the Mayors office has asked TfL to review the proposed construction plans for all schemes on the Strategic Road Network (SRN), to ensure disruption is kept to a minimum. Accordingly, as part of the TMA Notification Process for schemes on the SRN you will be required to include details of the proposed construction plans. Further details on the TMA process can be found on the LondonWorks website www.londonworks.gov.uk.

The LIP financial assistance is provided under Section 159 of the GLA Act. Further details of the funding requirements and conditions can be found in the 'Guidance on Developing the Second Local Implementation Plans'. In addition, information on how the Boroughs' overall programme allocation figures were calculated using the agreed needs based formula, and details of the funding for partnerships and other boroughs, are available on the Boroughs Extranet via the link below:

http://boroughs.tfl.gov.uk/documents/borough_information/spending_plans/lip-annual-spending-submission-guidance-2012-13.pdf

Information regarding historic commitments is also found via this link. Please note that if you have any schemes which you have begun to implement using your 2011/12 LIP allocation and which you are not able to complete during the current financial year, it is assumed that the cost of scheme completion is included in your 2012/13 LIP submission. If this is not the case we will need to discuss this further, as your LIP allocation is fixed at the amount described above.

I hope you find the above information useful.



Yours sincerely

A handwritten signature in black ink, appearing to read 'David Rowe'.

David Rowe
Head of Borough Projects & Programmes

cc. Tim Jackson



Appendix 1

Major Scheme funding is allocated on the following basis;

- Projects are to be progressed in accordance with the requirements set out in TfL's Major Schemes Guidance and as agreed with the relevant lead officer in Borough Projects and Programmes.
- To ensure a high level of urban design, projects should be considered by an independent design review and schemes greater than £2m will be subject to TfL's Design Review in line with the principles set out in Better Streets.
- For smaller schemes (below £2m), or proposals at an early stage of development, promoters can utilise UDL's design surgeries to provide advice on design matters. The surgeries are informal and do not have written or public observations. They are an opportunity to get design advice, ideas and observations from experienced professionals as the proposals progress.
- For new projects, where the overall cost is greater than £2m, the scheme will require a Business Case in accordance with TfL's Business Case Development Manual
- The governance arrangements, design programme, plan for delivery and the profile of the actual funds required for the design will need to be agreed with TfL at the outset of the development phase and before commencing detailed design.
- Funding for implementation would be subject to an approved and costed design being accepted by all parties
- The borough undertakes an assessment of all funding opportunities that can contribute to the scheme which will include contributions from developers and other sources.

Appendix 4

Detailed breakdown of Brent's 2012/13 TfL LIP programme – funded transportation interventions.

Scheme ref/title	Scheme type	Allocation (£k)	Wards affected
RO1 - A4089 Ealing Road (Glacier Way to Bridgewater Road)	Carriageway Maintenance	75	Alperton/Wembley Central
RO2 – A404 Harrow Road (Roundtree Road to Rugby Avenue)	Carriageway Maintenance	96	Sudbury
RO3 – A407 Walm Lane (from Station Parade to High Road Willesden)	Carriageway Maintenance	88	Willesden Green/Mapesbury/Dudden Hill
RO4 – A404 Harrow Road (from Jesmond Avenue to Flamstead Avenue)	Carriageway Maintenance	78	Tokington
RO5 – A404 Harrow Road (from Victoria Avenue to Monks Park)	Carriageway Maintenance	48	Tokington
RO6 – A4005 Bridgewater Road (from Whitton Avenue to Nos 146)	Carriageway Maintenance	132	Alperton/Sudbury
RO7 – A404 Watford Road by Northwick Park hospital	Carriageway Maintenance	70	Northwick Park
RO8 – A407 High Road Willesden (Dudden Hill Lane to Huddlestone Road)	Carriageway Maintenance	124	Dudden Hill
RO9 – A4006 Kenton Road (Hawthorne Avenue to Gayton Road)	Carriageway Maintenance	77	Northwick Park
RO (carriageway maintenance) – sub-total:	Carriageway Maintenance	788	
CO/1 – A5 Corridor, integrated transport interventions. Building on the bus priority measures delivered during	Corridors & Neighbourhoods	50	Dollis Hill/Mapesbury

2010/11 and 2011/12. To develop a new series of Casualty and congestion reduction measures along the Shootup Hill, Cricklewood Broadway of the A5 - including bus priority/accessibility proposals for delivery 2013/14 onwards.			
CO/2 - Blackbird Hill – Neasden Lane North - Tanfield Avenue - Crest Road. Bus led improvements, mainly linked to rationalisation of resident parking which was causing bus service reliability issues.	Corridors & Neighbourhoods	20	Dollis Hill
CO/3 - Chamberlayne Road (Kensal Rise). Continuation of the corridor project delivering safety, accessibility and cycling measures along the Kensal Rise Station section of Chamberlayne Road.	Corridors & Neighbourhoods	100	Queens Park/Brondesbury
CO/4 - Chichelle Road (From Melrose Avenue to Cricklewood Broadway) road danger reduction interventions. Delivery of road danger reduction measures around the Melrose Avenue/Chichelle Road junction.	Corridors & Neighbourhoods	80	Mapesbury
CO/5 - Ealing Road (north) - from Bridgewater Rd to High Rd, Wembley inc. High Rd Wembley Jctn with Lancelot Rd. Continued development, consultation and commencement of implementation of a series of parking control, pedestrian access and casualty & congestion reduction measures along the section of Ealing Road between the High Road and Bridgewater Road.	Corridors & Neighbourhoods	150	Wembley Central
CO/6 - High Rd Wembley - Wembley Hill Rd - Empire Way -	Corridors & Neighbourhoods	10	Wembley Central / Tokyngton

Bridge Rd; Olympic 2012 Interventions. To complete outstanding elements of the pre-Olympic funded public realm and accessibility project along Empire Way.			
CO/7 - Wembley Area (Olympics 2012) Legible London Pedestrian Way finding Intervention. To complete the pre-Olympic funded public realm and accessibility project providing additional Legible London signage to the new Civic Centre.	Corridors & Neighbourhoods	10	Wembley Central/ Tokyngton
CO/8 - Willesden Green STC (High Rd Willesden - Willesden Lane Jctn - Walm Lane). Continuing the accessibility and public realm improvements within the Willesden Town Centre corridor/area. Also providing improved access to Dollis Hill Station and around the Walm Lane/Willesden Lane junction	Corridors & Neighbourhoods	190	Willesden Green
CO/9 - Kenton Road - Orchard Grove - Preston Hill (Road danger reduction interventions) Consultation and implementation of casualty reduction measures developed during the 2011/12 financial year.	Corridors & Neighbourhoods	80	Kenton
CO/10 - High Road, Willesden - Brenthurst Road - Cobbold Road (Road danger reduction interventions) Consultation and implementation of casualty reduction measures developed during the 2011/12 financial year.	Corridors & Neighbourhoods	90	Willesden Green
CO/11 - Dudden Hill Lane - Burnley Road - Chapter Road (Road danger reduction interventions). Consultation and implementation of casualty reduction measures developed during the 2011/12 financial year.	Corridors & Neighbourhoods	90	Dudden Hill

CO/12 - Preston Road - Elmstead Avenue (Road danger reduction interventions). Development and implementation of pedestrian casualty reduction measures on Preston Road by the Elmstead Avenue junction	Corridors & Neighbourhoods	50	Preston
CO/13 - Bus Stop Accessibility Programme. Introduction of road marking and kerb-line adjustment to facilitate improve access to and from bus stops around the borough.	Corridors & Neighbourhoods	100	Borough-wide
CO/14 - Kenton Road Junction with Claremont Avenue. Road danger reduction interventions. Development of pedestrian casualty reduction measures around the Claremont Avenue junction on Kenton Road	Corridors & Neighbourhoods	15	Kenton
CO (corridors) sub-total:		1,035	
NH/1 - Sudbury and Harrow Road (Small Town Centre Area). Continued delivery of the local Town Centre scheme rationalising and enhancing the existing bus stops/stand facilities, providing better parking and loading facilities for local businesses. Improved access to Sudbury & Harrow Rail Station and enhanced public realm interventions	Corridors & Neighbourhoods	100	Sudbury
NH/2 - Rugby Avenue - Sudbury Avenue - Harrowdene Road Area Delivery of the 20mph zone, cycling and weight limit proposals developed during 2011/12	Corridors & Neighbourhoods	240	Sudbury
NH/3 - Donnington Road - Peters Avenue - Holland Road Area. Delivery of the 20mph zone,	Corridors & Neighbourhoods	190	Brondesbury Park / Willesden Green / Kensal

<p>cycling and school safety proposals developed during 2011/12</p>			
<p>NH/4 - Chevening Road - Harvist Road Area - merge TMO with Aylestone Avenue Area ZO. Development and consultation of a Neighbourhood scheme within the Chevening Road area, including speed reduction and cycling measures.</p>	<p>Corridors & Neighbourhoods</p>	<p>30</p>	<p>Brondesbury Park / Queens Park</p>
<p>NH/5 - Car Clubs. A small element of funding for use in promoting the concept of car clubs and attempting to increase for demand for car clubs - particularly in the north of Brent.</p>	<p>Corridors & Neighbourhoods</p>	<p>5</p>	<p>Borough-wide</p>
<p>NH/6 - Installation of Electric Vehicle Charging Points (EVCPs). To facilitate the introduction of three more electric vehicle charging points (EVCPs), building on the four existing points currently in the borough</p>	<p>Corridors & Neighbourhoods</p>	<p>40</p>	<p>Borough-wide</p>
<p>NH/7 - Environmental health initiatives. Continued support for Brent's Environmental Health team for localised air quality monitoring linked to motor-borne air pollution</p>	<p>Corridors & Neighbourhoods</p>	<p>10</p>	<p>Borough-wide</p>
<p>NH/8 - Urban Realm / Street Trees. To facilitate the planting of new, shallow-rooting street trees linked to urban realm improvement projects spanning the borough</p>	<p>Corridors & Neighbourhoods</p>	<p>25</p>	<p>Borough-wide</p>
<p>NH/9 - Development and delivery of new and review of existing parking and waiting and loading restrictions and problem points around the borough.</p>	<p>Corridors & Neighbourhoods</p>	<p>60</p>	<p>Borough-wide</p>
<p>NH/10 - LIP-2 Policy: Studies/policy development for</p>	<p>Corridors & Neighbourhoods</p>	<p>5</p>	<p>Borough-wide</p>

sustainable transport improvements Brent-wide			
NH/11 - Wembley Regeneration - Engineers Way and Civic Centre area Urban realm improvements. Delivery of accessibility and public realm improvements along Engineers way including enhanced pedestrian facilities on Empire Way signal junction.	Corridors & Neighbourhoods	300	Tokington
NH/12 - Greenhill Park – Nichol Road Area. Neighbourhood Scheme. Rationalising parking, assessing rat-running and potential speeding issues, addressing road casualty figures, improving the urban realm, planting street trees	Corridors & Neighbourhoods	30	Harlesden
Neighbourhoods sub-total:	Corridors & Neighbourhoods	1,035	
Corridors & neighbourhoods sub-total:	Corridors & Neighbourhoods	2,070	
SM/1 - School Travel Plans (engineering measures). Including new/improved pedestrian crossing facilities and Walking Initiatives. Development and delivery of accessibility and pedestrian safety measures around and on the routes to various schools.	Supporting Measures	275	Borough-wide
SM/2 - School Travel Plans (non-eng' measures) programme. "Smarter Travel" interventions linked to the development of school travel plans across Brent	Supporting Measures	25	Borough-wide
SM/3 - "Bike It" project, Sustrans/Brent. A partnership project with Brent NHS, Sustrans have been commissioned to lead on this targeted cycling development project, offering training and promoting the	Supporting Measures	30	Borough-wide

health/lifestyle benefits of cycling			
SM/4 - Transport policy & travel awareness programme. Ongoing travel awareness work, such as events and promotional activities, magazine articles and adverts to promote the use of sustainable transport across Brent.	Supporting Measures	10	Borough-wide
SM/5 - Education, Training & Publicity (ETP) initiatives. Road danger reduction related activities across the borough, such as awareness raising campaigns and other promotional activities - all related to making a Brent's roads safer for all road users.	Supporting Measures	30	Borough-wide
SM/6 - Adult & child cycle training programme. An annual programme of cycle training activity delivered on behalf of the Council by Cycle Training UK	Supporting Measures	90	Borough-wide
SM/7 – West London Alliance – sub regional travel planners. Brent's contribution to the travel-planning support provided to the borough by the West London Travel Planners - based in Ealing (via the "WestTrans" Partnership).	Supporting Measures	30	Borough-wide
SM/8 - School Buses Escort Programme. Community safety officers / school bus escort.	Supporting Measures	30	Borough-wide
SM/9 - Workplace Travel Plans – Brent-wide. To support the work of Brent's policy/sustainable transport team relating to the development of workplace travel plans within the borough.	Supporting Measures	10	Borough-wide
SUPPORTING MEASURES SUB-TOTAL	Supporting Measures	530	
TOTAL FOR ALL	Neighbourhoods,		

NEIGHBOURHOOD, CORRIDOR & SMARTER TRAVEL INTERVENTIONS (EX MAJOR SCHEMES AND CARRIAGEWAY MAINTENANCE)	Corridors and Supporting Measures	2600	
HARLESDEN MAJOR SCHEME		500	Harlesden
LOCAL TRANSPORT (DISCRETIONARY) FUNDING		100	
TOTAL		3,988	

TABLE (3)

	2011/12 (£,000)	2012/13 (£,000)	2013/14 (£,000)
Formula Based	2711	2600	2229
Local Transport Funding	100	100	100
Principal Road Maintenance	590	788	t.b.c
Bridges	80	t.b.c	t.b.c.
Major Schemes (Northwick Park & Station Road)	530	0	0
Major Schemes (Harlesden)	0	500	2500*
Biking Borough	104	t.b.c	t.b.c
Enabling Works	55	t.b.c	t.b.c
Total (TfL)	4170	3988	4829



Highways Committee 7th February 2012

Report from the Head of Transportation

For Decision

Wards Affected: Preston, Barnhill

Proposed changes to charging and other arrangements at Preston Road Car Park.

1.0 **Summary**

- 1.1 Preston Road car park is a large Council operated public car park that is under-used.
- 1.2 At the meeting on 27th July 2011 the Committee agreed to introduce pay and display parking on Preston Road and Bridge Road. At the same time the Committee agreed that further work should be done to (a) explore ways to improve the attractiveness and visibility of Preston Road car park with a view to improving usage and (b) to piloting a charging regime that could also improve usage and support the vitality of the shops and businesses along Preston Road.
- 1.3 This report summarises the outcome of a meeting of a working group to address the two issues.
- 1.4 The report describes proposed measures that the working group agreed would improve the attractiveness and visibility of the car park and describes how those proposed measures are being progressed.
- 1.5 The report also describes a pilot charging regime that could be introduced in the car park with a view to improving usage and supporting the vitality of shops and businesses along Preston Road

- 1.6 The report recommends that the proposed charging regime is introduced as a pilot and reviewed no later than 12 months after introduction.

2.0 Recommendations

- 2.1 That the Committee note the outcomes of a meeting of a working group comprised the Executive member, ward members and representatives of residents and businesses on proposals for Preston Road car park as outlined in this report,
- 2.2 That the Committee agrees to the advertising and making of Traffic Orders associated with the introduction of a revised regime of charging and usage at Preston Road car park as described in Appendix "B" of this report and, subject to the satisfactory outcome of the statutory consultation, to the introduction of that revised regime,
- 2.3 That the Committee notes that the impact of the proposals described in this report will be reviewed no later than 12 months after their implementation and that review will be the subject of a future report to the Committee,

3.0 Background

- 3.1 Preston Road is a 167 space, Council operated public car park located off Preston Road close to Preston Road shopping and business area.
- 3.2 The surface car park is lit, reasonably well maintained and laid out on two main levels. The car park is open at all times although the lower level is closed at 8pm each night (except on Wembley event days).
- 3.3 Users are required to pay to park between 8:00am and 6:30pm (midnight on Wembley event days) from Monday to Saturdays.

The charging regime is consistent with that of all Council public car parks.

Up to 1 hour - £1.00

Up to 2 hour - £3.00

Up to 3 hour - £4.50

Over 3 hours - £7.50

- 3.4 The car park is extremely poorly used. On a typical weekday there are generally fewer than 10 vehicles parked in the car park at any one time.
- 3.5 At the meeting on 27th July 2011 the Committee agreed to the introduction of pay and display parking along Preston Road. That (pay and display) regime was introduced on 4th January 2012.

At the same meeting the Committee resolved to:

“instruct the Head of Transportation to give priority to working with lead member, ward members, and others representing local businesses, to (i) identifying and introducing measures to improve awareness and use of the Preston Road car park and (ii) to explore opportunities to pilot a charging regime in that car park that would further increase use of the car park and the vitality of businesses in Preston Road and could be considered for introduction in all town centre car parks”.

- 3.6 The car park is outside of the Wembley Event Protective Parking Scheme zone which means that event visitors are able to pay and park in the car park and then travel onwards to Wembley Stadium from Preston Road underground station.

Aside from along Preston Road and around various junctions there are no waiting controls in the residential streets surrounding Preston Road and the car park. This means visitors to the area are able to park free of charge and walk to the shopping / business area and to the station.

4.0 Proposals

- 4.1 Officers have met with a working group of ward members and those representing local businesses and residents. The working group included representatives of the two largest local residents associations in the area.

- 4.2 Consistent with the Highways Committee resolution, the discussion focused on 2 subjects:

(i) Opportunities to improve awareness and attractiveness of the car park,

(ii) Identifying a “pilot” charging regime that could be introduced so as to support the local shopping / business area and possibly into other town centre car parks.

- 4.3 The working group discussed a number of possible improvements to the car park. The table at Appendix ‘A’ summarises the improvements and the views of the working group alongside a commentary by officers.

- 4.4 Aside from improving the CCTV and CCTV signage, improving the lighting and introducing electric vehicle (EV) charging points, all of the improvements suggested can be implemented from the 2011/12 Transportation (Revenue) budgets and currently are being progressed at an estimated total cost of £10,000.

The estimated cost of introducing EV charging points is of the order of £11,000, can be met from the TfL LIP settlement for 2011/12 and is also being progressed.

The value and cost of introducing CCTV and upgrading the lighting is currently being evaluated. Once this work has been completed the Head of Transportation will also be able to assess whether this work can be funded.

- 4.5 The working group also discussed possible changes to the charging regime in the car park. There was overwhelming support for the introduction of a “first hour free” arrangement and for a move to a linear charging regime for stays beyond one hour.

There was a general consensus that the charges for stays of longer than one hour should be reduced and support for encouragement of longer-stay parking.

- 4.6 Recognising the views of the working group, the Councils wider transport objectives in relation to visitor parking and the need to pilot a regime that is not completely at odds with car parking charges elsewhere in the Borough a set of proposals has been developed and is shown in Appendix ‘B’.
- 4.7 Officers are of the view that these proposals, together with the improvements previously discussed, could increase the usage of the car park and support the vitality of the Preston Road business / shopping area.
- 4.8 The introduction of the arrangements proposed would need amendment of existing Traffic Management Orders following the normal statutory process. Barring objections, it is anticipated that the new regime could be in place within 3 months.
- 4.9 The proposals would be introduced as “pilot” arrangement and would be subject to review and further report to the Committee not less than 12 months after introduction.

That review would need to evaluate changes in usage, the financial impact, operational issues, the impact on parking in adjacent roads and the relationship between the Preston Road car park regime and the charging regime approved elsewhere in the Borough.

5.0 Financial Implications

- 5.1 The cost of the improvements identified in Appendix A, other than the cost of improving the car park lighting, introducing EV charging points and any CCTV works, is estimated to cost £10,000 and can be met from Environment and Neighbourhood Services (Transportation) revenue budgets for 2011/12.

The cost of installing EV charging points in the car park is £11,000 approximately and is being funded from the Council’s 2011/12 TfL (LIP) allocation for Travel Awareness / improvements.

No budget has been identified for improvements to the car park lighting and / or the introduction of CCTV. Once feasibility work on those aspects is complete, an appropriate source of funding will have to be identified before that work can progress.

- 5.2 The cost of making the necessary amendments to Traffic Orders and upgrading the pay and display machine to one suitable for the proposed regime is estimated to be £5,000 (approx.) and can be met from Environment and Neighbourhood Services (Transportation) revenue budget for 2011/12.
- 5.3 Income from the car park since April 2011 has been £1,200 per month (approximately). Income over the last four months has been around £985 per month.

No accurate information on the duration of visits exists but it is reasonable to assume that around 80% of income is generated from visits of less than one hour.

There is risk that the proposals would result in no change in patronage which would result in a reduction in income to the Parking Revenue Account of the order of £9,600 per annum.

It is not possible to predict the impact of the proposals on patronage and hence the financial impact with certainty. However, a prudent forecast of increased patronage has been produced. This indicates that introduction of the proposals this could generate an additional income equivalent to the worst case predictions. This would mean that the proposals would be cost neutral in regard to the receipt of income.

6.0 Legal Implications

There are no significant legal implications arising from the proposals.

The Council has the power to make changes to parking charges under the provisions of the Road Traffic Regulations Act 1984, subject to proper procedures, in relation to the making or amending of Traffic Orders, being followed.

7.0 Diversity, environmental & staffing implications

There are no significant diversity, environmental or staffing implications arising from the proposals.

Background Papers

Report to Highways Committee 27th July 2011- Proposals to introduce P& D in Preston Road & Bridge Road

Notes of working group meeting 10th November 2011

Appendices

Appendix “A” – Proposals for improving awareness & attractiveness of Preston Road car park.

Appendix “B” – Proposed pilot charging regime for Preston Road car park.

Any person wishing to inspect the above papers should contact Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5124

Contact Officers

Tim Jackson, Head of Transportation – tel 020 8937 5151 or email tim.jackson@brent.gov.uk

Appendix 'A'

Proposals for improving awareness & attractiveness of the Preston Road car park.

	Suggestion	Supported by Working Group	Officer Comment
1	Repair potholes in approach road	Yes	This has been completed. The approach road has been resurfaced.
2	Introduce marked disabled bays	No	Blue badge holders can park free of charge anywhere in the car park at present.
3	Refresh parking bay markings	Yes	This can be undertaken at relatively low cost.
4	Introduce Electric Vehicle charging points	Yes	Funding from TfL exists to undertake this work and the works are in progress.
5	Improve CCTV and CCTV signage	Yes	This is relatively expensive and further work needed to explore feasibility and cost.
6	Improve signage at the entrance	Yes	This can be undertaken at relatively low cost.
7	Improve signage near the entrance	Yes	This can be undertaken at relatively low cost.
8	Install new "Town Centre Parking" type signage at approaches to Preston Rd.	Yes	This can be undertaken at relatively low cost
9	Upgrade information about the car park on the Councils web site	Yes	This work can be undertaken at negligible cost
10	Promote the car park in the Brent Magazine	Yes	This can be done at nil cost but is best undertaken alongside implementation of a new charging regime
11	Provide a poster on the car park for businesses to display in their premises	Yes	This can be done at relatively low cost but is best undertaken alongside implementation of a new charging regime
12	Improve lighting in the car park	Yes	Work is required to ascertain the benefits and disadvantages and cost of improving the lighting
13	Add "Parent & Child" wide shopping bays	Yes	This work can be undertaken at negligible cost
14	Explore ways of improving / creating a footway along the entrance road	Yes	There is insufficient space to create a footway and allow 2-way traffic. It may be possible

			to mark a “safer” pedestrian route using road markings.
15	Install a fence between the car park and playing field	No	This would reduce personal security / increased fear of crime and restrict access for those using the playing field
16	Improve distinction between long and short stay areas	Yes	The configuration of the car park (with the lower car park closed at 8pm) makes it difficult to enforce this distinction. This issue should be reconsidered if patronage improves significantly
17	Provide notices / adverts about the car park in Preston Road Station	Yes	This could be relatively expensive but is best reconsidered and undertaken alongside implementation of a new charging regime

Appendix 'B'

Proposed "pilot" charging regime for Preston Road car park.

(a) Pay & Display charges

Period	Charge
Up to 1 hour	free
Over 1 hour and less than 2 hours	£1 plus 20p per 6 mins – ie 2 hour charge is £3.00
Over 2 hours and less than 3 hours	£3 plus 25p per 10 mins – ie 3 hour charge is £4.50
Over 3 hours	£4.50 plus 25p per 10 mins up to a maximum charge of £7.50 ie 4 hour charge is £6.00 and charge for 5 hours and over is £7.50.
Blue badge holders	No charge

Notes

- time bought will be a fixed charge plus a linear extra
- the cost of 2 and 3 hour stays will correlate with the existing arrangement
- there will be no maximum stay period

(b) Additional proposals:

- Allow the sale of business permits for Preston Road businesses consistent with arrangements within CPZs (cost £300 pa) which would entitle businesses to unlimited parking in the car park.
- Allow the sale of yearly & 6 monthly season tickets for the car park:
 - (i) £1600 for a yearly half day season ticket (equates to £5.30/day)
 - (ii) £2000 for a yearly full day season ticket (equates to £6.66/day)
 - (iii) Pro-rata charge for half yearly season tickets subject to an additional nominal handling charge consistent with those applied to resident parking permits.

This page is intentionally left blank