



Highways Committee

Thursday 7 February 2013 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members

Councillors:

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

alternates

Councillors:

Butt
Crane
Hirani
R Moher
Arnold

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

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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 | 1 - 8 |
| 3 Matters arising (if any) | |
| 4 Deputations (if any) | |
| 5 Petitions | |
| Petition from Kensal Rise Resident Association requesting 20pmh speeding restriction on Chamberlayne Road. | |
| 6 Petition for a 20mph speed limit for Chamberlayne Road | 9 - 14 |
| This report informs the Committee of a petition received from Kensal Rise Residents Association concerning speeding and road safety. | |
| Ward Affected: Brondesbury Park Queen's Park | Contact Officer: Paul Chandler, Head of Transportation Tel: 020 8937 5151 paul.chandler@brent.gov.uk |
| 7 School parking compliance | 15 - 24 |
| This report provides the Committee with an interim update of the results of parking compliance surveys at schools, an examination of potential equalities issues, and recommendations for future prioritisation. | |
| Ward Affected: All Wards | Contact Officer: Paul Chandler, Head of Transportation Tel: 020 8937 5151 paul.chandler@brent.gov.uk |

8 2013-14 Works Programme Local Implementation Plan; TfL 25 - 38 Allocation

This report provides details of the prioritised Local Implementation Plan (LIP) programme and seeks approval to implement the schemes and initiatives planned for 2013/14 within that programme. The LIP programme is the predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent. For 2013/14 Brent has been allocated £5.9 million by Transport for London (TfL) to deliver the Local Implementation Plan (LIP), which represents a 26% increase from the 2012/13 allocation.

Ward Affected: All Wards

Contact Officer: Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@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 Tuesday, 12 March 2013.



- 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

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LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Tuesday 18 December 2012 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick, Jones and Long

Also present: Councillors Arnold, Cheese and Hashmi

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 11 October 2012 be approved as an accurate record of the meeting.

3. **Matters arising**

None raised.

4. **Deputations**

None received.

5. **Petitions**

The Committee was addressed by lead petitioners for the following petitions;

- (i) Howard Road mosque
- (ii) Harlesden accessibility
- (iii) Malorees school
- (iv) KD CPZ

The preamble for each of the petitions is set out under the relevant agenda item.

6. **Petition for changes to CPZ restrictions in vicinity of Howard Road Mosque**

Members considered a report on a petition requesting a review of changes to controlled parking zone restrictions in the Howard Road area to enable Muslim worshippers to use empty parking bay in the area. The petition which was addressed by Councillor Hashmi stated as follows;

We the undersigned petition Brent Council to review the Controlled Parking Zones surrounding the Mosque in Howard Road to assist worshippers to use currently empty parking bay spaces in the wider area.”

Councillor Hashmi informed the committee that, working with officers, the mosque had identified potentially 150 empty car parking spaces in the wider area which could be used by the worshippers to alleviate parking problems on Friday afternoons only. He added that the trustees of the mosque were currently working on the travel plan which had been requested by officers. He continued that the mosque which had been in the area since 1976 had not caused problems to the local residents.

Paul Chandler, Head of Transportation confirmed that officers had worked closely with the trustees of the mosque and surveys undertaken had shown that potentially additional 150 car parking spaces could be made available. He continued that the Mosque had been requested to provide officers with data on travel arrangements for worshippers (number of car borne visitors, travel choices) so as to enable officers to understand the demand and estimate impacts. To date no information had been received. Members heard that although there was potential for further parking provision, it was not possible to predict how future growth in numbers of vehicles to the area would impact on local congestion.

The Head of Transportation informed members that the provision of additional parking was likely to encourage more car-borne trips to the Mosque, which could increase congestion and place greater burden on local street parking. He added that simply extending the current Friday parking arrangement to the streets shown in the survey would not necessarily mitigate the impact of relatively large numbers of visitors attending the Mosque on Fridays, and may potentially increase car use and local congestion by increasing parking availability.

In the discussion that followed members emphasised the need for officers to receive the travel plan from the trustees of the Mosque so as to be able to assess how far worshippers can be encouraged to use alternative means to access the mosque. They pointed out that in addition to good public transport network in the area, arrangements could be made to use the car park facilities at B & Q, Matalan and Wickes shops. In accepting the recommendations, members stated that a working party comprising of officers, local members, residents and business representatives, the lead member and the Mosque representatives should review the current arrangements and consider opportunities for reducing car dependency that satisfy all parties without compromising Council policies and obligations in reducing congestion and managing the network.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the Head of Transportation be instructed to work closely with representatives of the Mosque, residents and business representatives, local members and lead member in identifying opportunities that mitigate the impact of traffic to the area without compromising the Council's policies and obligations;

- (iii) The main petitioner be formally informed of the outcome of the Highways Committee decision in regard to this matter.

7. **Petition for kerbs and controlled crossing Harlesden Town Centre**

Members received a petition requesting kerbs and controlled crossing point in the Harlesden area. The petition which was presented by Mrs Shirley Goodchild and Mr Patrick O'Shea stated as follows;

“Harlesden Town centre has shops which are used by many people and also many people with disabilities. People with a Learning Disability live in Harlesden and need to feel safe in Harlesden, We need kerbs and controlled crossing points. Do not exclude us from Harlesden Town Centre. Make sure there are kerbs and safe crossing points. We don't want this to happen anywhere in Brent.”

Mrs Shirley Goodchild referred members to paragraph 6.1 of the report about the remit of the independent accessibility consultant and urged members not to carry out any changes until after Scrubbs Lane bridge had been strengthened. She urged the Committee to authorise the implementation of option A.

Mr Patrick O'Shea also addressed the Committee on the petition. He emphasised the need for kerbs and controlled crossing points for the safety of pedestrians particularly those with learning disabilities. Mr O'Shea also highlighted the benefits in retaining the railings in the town centre as a means of preventing illegal parking of vehicles on pavements and for the safety of pedestrians.

Naomi Barnes, Principal Project Engineer in introducing the report stated that the results of a public consultation on proposals to improve Harlesden Town Centre were presented to the Highways Committee on 20 March 2012. At that meeting, the committee resolved to proceed with Option B, including changes that were recommended in the report. She continued that detailed design currently underway included the provision of controlled crossing points throughout the town centre.

Members were advised that an accessibility consultant had been appointed to assess the entire scheme and consult with disability groups on the detailed design of the shared space/semi pedestrianized area in the High Street between Jubilee Clock and Tavistock Road with the following remit:

- To review the entire scheme and report back on any accessibility issues; and
- To organise workshops with representatives from disability groups to discuss options for the design in the semi pedestrianized area in the High Street to obtain a solution that will be suitable for all users.

The accessibility consultants initially familiarised themselves with the highway network in Harlesden and reviewed existing scheme proposals. This process generated some ideas, which were discussed with disability groups and other interested parties at a workshop held on 29 November. She added that a further workshop had been planned to ensure that all disability groups and individuals would have an opportunity to comment.

The Principal Project Engineer advised the Committee that the outcomes of the accessibility audit and proposals that emerge would address the concerns raised in the petition received from the residents as well as set out an action plan for the

detailed design. A full report on the audit would be submitted to the next meeting of this Committee in February 2013. She added that enforcement measures to control illegal parking and the use of 'seconds count down' at controlled crossing points for pedestrian safety would be in place.

In the ensuing discussion, members welcomed the involvement of the independent accessibility consultants. The need for the Scrubbs Lane bridge to be strengthened by Transport for London was also emphasised. In bringing the discussion to an end the Chair noted that all issues highlighted had been followed up by officers and that the Committee would receive a report from the accessibility consultants on how any further concerns could be addressed.

RESOLVED:

that the contents of the petition be noted and that the issues raised would be addressed as part of an on-going accessibility audit, the outcomes of which would be reported to the Highways Committee meeting in March 2013.

8. **Petition for road safety Malorees Schools**

Members received a petition from the parents of Malorees Junior and Infant Schools in Christchurch Avenue requesting improvement to road safety outside the schools. The petition which was presented by Councillor Cheese stated as follows:

"We call upon Brent Council to improve the road safety outside Malorees Infant and Junior Schools, in order to reduce risk to children attending school. We call for a school crossing patrol to see children safely across the road, Warning signs along Christchurch Avenue near the school (possibly with images designed by the children) and any other additional appropriate measures"

Councillor Cheese, whilst welcoming the recommendations in the report stated that they would not address the concerns of the parents. He continued that speeding traffic coupled with dangerous driving and double parking continued to make the roads outside of the school unsafe for the school children. He requested an additional school crossing patrol and enforcement measures.

Paul Chandler, Head of Transportation informed members that in order for an additional crossing patrol to be put in place, a series of criteria would need to be applied including pedestrian/traffic ratio, collision and casualty history. The school which already had two school crossing patrols (SCPs) did not meet the criteria. He continued that the road problems highlighted by Councillor Cheese were in part being created by the parents and with that in mind, road safety team officers were working with the children to change the driving habits of some of the parents. Those initiatives and the implementation of school warning signs and camera enforcement signs would assist to deter illegal parking and dangerous driving.

In welcoming the report, members felt that signage and education would go a long way towards addressing the traffic problems the school faced. The Chair added that the school was of a low priority for a third crossing patrol for reasons outlined by the Head of Transportation. In endorsing the views expressed, Councillor Jones suggested that consideration could be given to introducing a refuge to prevent u-turning at the school. Paul Chandler agreed to investigate the potential for

constructing a refuge and the potential for funding if such a measure were found to be feasible. Councillors also suggested that the school be involved in the design and production of supplementary “slow down” signs associated with school warning signs to increase the involvement of students and their parents. Paul Chandler agreed to investigate this option with the school. The chair asked if the school had responded to a previous invitation to discuss sharing responsibilities for the existing two SCPs. It was confirmed that it had not.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the outcomes of investigations be noted and that the Head of Transportation investigate the other measures discussed with the school once the discussions take place as regards responsibilities for existing SCPs.

9. **Petition to remove Bank Holiday restrictions in KD CPZ area**

The Committee received a petition from the residents living within controlled parking zone KD requesting the removal of bank holiday parking restrictions. The petition which was presented by Mr David Evans stated as follows:

“We, the undersigned, call on the London Borough of Brent to remove bank holiday parking restrictions in the KD controlled parking zone.”

Mr Evans alleged that KD zone was the area that had bank holiday restrictions and which was proving costly to families and friends visiting residents during bank holidays. He noted that the report made reference to about £10,000 expenditure which would be required to make the CPZ changes required and clarified that under Regulation 22 section 9 of the Road Traffic Regulations Act 1984 the Council could make “Experimental Orders” whereby the publicity and objection arrangements under the Regulations would not apply. This option would be far cheaper and would enable the Council and local residents to consider the effects of the change for up to 18 months. Any potential objectors would have the chance to object, should it be considered that the experimental order should become permanent at the end of the 18 month period. Mr Evans urged members to make an experimental order modifying the existing order in the manner requested in the petition, which could in due course become permanent.

Councillor Mary Arnold (ward member) considered that the present operational times of the KD CPZ were inappropriate and distressing to both residents and visitors to the area. She added that during the review undertaken in 2007, residents were not asked whether they would like bank holidays to be added to the operational times. Whilst appreciating that there was no funding for the estimated cost of £10,000, Councillor Arnold felt that consideration could be given to the suggestion made by Mr Evans for experimental orders which could be a much cheaper option.

Paul Chandler Head of Transportation presented the report that informed the Committee of a petition requesting the removal of the Bank Holiday parking restriction from Controlled Parking Zone KD (“the Zone”). He stated the scheme

which was implemented in September 2001 after consultation with local residents and businesses was reviewed in 2007. The results of the review showed that majority of respondents were fairly satisfied with the overall operation of the Zone which operated from Monday to Friday, 8.30am to 6.30pm, including bank holidays.

In respect of the petition, the Head of Transportation stated that following a review of Council finances, there was currently no budget available for reviews of CPZ restrictions, or for changes to be made to existing CPZ restrictions.

Members accepted that there were merits for the review. In closing the discussion, officers agreed to review the situation in January and hoped to report to the next meeting in February or possibly March 2013.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted.
- (ii) that the Head of Transportation be requested to report on the wider implications of this request and other requests for changes to CPZs.

10. **Wembley event coach parking champions league final 2013**

The report provided members with an evaluation of lessons learnt from the London 2012 Olympic Games and gave an update on arrangements specifically for the management of coach parking during the 2013 UEFA Champions League Final which was scheduled to take place at Wembley Stadium, following successful delivery of this event in 2011.

Members heard that lessons had been learnt from the successful event that took place in 2011 and that officers were taking steps to ensure that contingency plans were in place for another successful event, the 2013 UEFA Championship. It was noted that there was a small possibility that Fryent Way would be required for coach parking on Saturday 25 May 2013. Officers were therefore working closely with the management of Wembley national Stadium to explore all the possible coach parking opportunities around Wembley Stadium to ensure that the use of Fryent Way would only be required as a contingency arrangement.

Paul Chandler, Head of Transportation stated that given the success of the arrangement in 2011 it was proposed to make the necessary traffic orders to facilitate coach parking on Fryent Way as a contingency arrangement, subject to residents being able to access their properties if affected by a potential closure.

RESOLVED:

that the lessons learnt following the 2012 Olympic Games and the progress on transportation and coach parking arrangements for the delivery of the 2013 UEFA Champions League Final be noted.

11. **Any Other Urgent Business**

Public notices

Councillor Lesley Jones asked for an update on the rules concerning printing of public notices in newspapers and the potential for making financial savings. She added that other Local Authorities had placed public notice advertisements without logos and in smaller prints that she felt could be copied here and savings made.

John Hannington, legal representative advised that there were several rules governing the advertising of public notices including the need for it to be in a readable format in accordance with the Council's standard. Paul Chandler added that it was not acceptable to advertise in Brent Magazine only as a challenge could be made to the scope of the consultation process. Furthermore, advertising public notices on-line only would not be deemed adequate because not everyone had access to the internet. However, it was noted that proposed changes to the requirements for advertising were being considered by government and that the changes could reduce the costs and improve the efficiency of advertising if they were to be adopted. Officers had provided consultation feedback to the Department for Transport and were awaiting outcomes.

12. **Date of Next Meeting**

It was noted that the next meeting would take place on Thursday 7 February 2013 at 7:00pm.

The meeting closed at 8.25 pm

J MOHER
Chair

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Highways Committee 7 February 2013

Report from the Head of Transportation

Wards Affected:
Brondesbury Park; Queen's Park

Petition for 20mph speed restrictions in Chamberlayne Road

1.0 Summary

- 1.1 This report informs the Committee of a petition received from Kensal Rise Residents Association concerning speeding and road safety.
- 1.2 Chamberlayne Road is a two-way single carriageway road located between the A4003 Willesden Lane (to its north) and A404 Harrow Road (to its south). Chamberlayne Road is fronted by a mixture of retail, cafeterias and residential properties and forms part of a bus route linking to Kensal Rise Station. The road is currently subject to a 30mph speed limit.
- 1.3 The section of Chamberlayne Road between Whitmore Gardens and Mortimer Road and its approaches are subject to a high level of personal injury accidents (PIA's). There were 32 (PIA's) along the route in the past three years, leading to one fatal casualty, three serious and 28 slight injuries.
- 1.4 Officers are reviewing the existing Chamberlayne Road corridor including Station Terrace as part of an approved funding submission through the Local Implementation Plan (LIP) programme and have identified a range of measures to reduce the high levels of collisions recorded over the past three years.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition.
- 2.2 That the Committee notes that funding has previously been allocated through the LIP programme to introduce a safety scheme for Chamberlayne Road and that officers are currently working with the Kensal Rise Residents Association to identify a preferred scheme, which will be subject to public consultation during the current financial year.

3.0 The petition

3.1 The petition, received from Kensal Rise Resident Association requests implementation of 20mph speed restrictions on Chamberlayne Road. The petition has been verified to be in accordance with Standing Orders.

3.2 The full wording of the petition is:

Kensal Rise Resident Association Speeding Petition for 20mph Restriction on Chamberlayne Road, July 2012.

The petition has 70 signatures.

4.0 Existing Situation

4.1 Chamberlayne Road is two-way single carriageway road located between the A4003 Willesden Lane (to its north) and the A404 Harrow Road (to its south). Chamberlayne Road is fronted by a mixture of retail, cafeterias and residential properties. Footways are provided along both sides of Chamberlayne Road.

4.2 Station Terrace is a one-way street located to the west of Chamberlayne Road. It is fronted by a mixture of cafeteria, small shops and residential properties. The main entrance to Kensal Rise Station can be accessed along Station Terrace.

4.3 Kensal Rise Overground Station can be accessed from both Chamberlayne Road and Station Terrace. Services from this station provide connectivity to Stratford and Clapham Junction and to Richmond.

5.0 Detail

5.1 Brent is committed to the continued reduction of personal injury accidents (PIA) and the improvement of road safety on our roads. To that end our traffic management programmes prioritises locations with the most significant problems on an annual basis for the introduction of mitigation measures. The main factors considered in this prioritisation are personal injury accident (PIA) levels, volume and speed of traffic.

5.1 An assessment of the PIA levels on Chamberlayne Road has indicated that there have been 32 PIA's during the past three year period. As a result of this high-level of injury accident occurrence, a programme to implement measures to reduce vehicle speeds has been funded through the LIP programme during the financial year 2013 – 2014.

5.2 Speed and vehicle classification surveys were undertaken from 14th November 2012 to 20th November 2012. The results showed that the majority of traffic was car-based and that average vehicle speeds were generally less than the 30mph speed limit, but were notably in excess of 20mph.

- 5.3 Chamberlayne Road and Station Terrace carry moderate levels of traffic, but traffic does travel at speeds that are higher than would be desirable given the mixed retail use, high pedestrian demand to the Overground Station, and extensive residential frontage. As a result there has been a high incidence of collisions and casualties.
- 6.4 Officers therefore propose to develop proposals to introduce a 20mph speed limit in conjunction with physical measures to reduce traffic speeds and adjust the road layout to change driver behaviour. Consultation on these proposals will take place during the current financial year. This will enable the concerns of the petitioners to be addressed at the earliest possible opportunity.
- 6.5 Member's should note that officers from Transportation met with the Lead Petitioner on Wednesday 5th December 2012 to discuss the issues. A further meeting took place on 10th January 2013 to discuss options for a speed reduction scheme and a preferred option has been identified for consultation.

7.0 Financial Implications

- 7.1 Funding for the Chamberlayne Road Corridor Scheme is available from the Annual Local Implementation Plan (LIP) settlement from TfL.
- 7.2 An allocation of £30,000 is available from the LIP within the current (2012/13) financial year for design and consultation on the Corridor Scheme. A provisional allocation of £100,000 has been identified within the 2013/14 LIP to fund the implementation of the Chamberlayne Road Corridor Scheme.
- 7.3 Budget has therefore been identified to undertake the development and introduction of measures on Chamberlayne Road and Station Terrace to address the concerns of the petitioners.

10.0 Legal Implications

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

11.0 Equalities implications

There are no other equalities implications associated with this issue at this time.

Background Papers


None

Contact Officers

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

Paul Chandler – 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 paul.chandler@brent.gov.uk.

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| | |
|---|---|
|  | Highways Committee 7 February, 2013 Report from the Director of Environment & Neighbourhood Services |
| For information | Wards Affected: All |
| School parking compliance | |

1.0 Summary

- 1.1 This report provides the Committee with an interim update of the results of parking compliance surveys at schools, an examination of potential equalities issues, and recommendations for future prioritisation.

2.0 Recommendations

- 2.1 That the Committee notes progress towards the completion of a more methodical approach to improving parking behaviour in the vicinity of schools during the school run', through the potential for reprioritising of parking enforcement and reprioritising school travel plan development and support.
- 2.2 To instruct the Head of Safer Streets to complete the parking compliance survey for all schools and together with the Head of Transportation to bring forward proposals for focussing enforcement and modality shift resources in respect of schools with greatest levels of parking non-compliance.

3.0 Detail

- 3.1 The 20 March 2012 Highways Committee considered a petition from some parents at Al Sadiq and Al Zahra Schools in Chevening Road with concerns about an excessive number of Civil Enforcement Officers and the CCTV vehicle outside the schools as this was intimidating and a form of racial discrimination. A spokesman for the Islamic Human Rights Commission claimed that no other Brent school had that level of parking enforcement, and urged the Council to relax enforcement.

- 3.2 The 17 July 2012 Highways Committee considered a petition from some parents at Islamia Primary School 129 Salusbury Road regarding concerns about parking enforcement outside the school and the challenge parents faced on a daily basis to find parking in order to get their children to school. The petitioners asked for limited dispensation from parking restrictions around the school.

Parking non-compliance and enforcement options

- 3.3 The safety of children in the vicinity of schools is a key feature of Brent's transport strategy. School entrances can sometimes be chaotic locations for traffic and parking at the start and end of each school day; afternoons are usually problematic than mornings as parents park and visit after school as opposed to dropping off children.
- 3.4 Routine enforcement visits to schools are carried out on a rota basis so that schools are visited approximately once a month. This would comprise one CEO visit and one CCTV visit, the latter being more effective at combatting very short stay contraventions that are a nuisance and safety problem by virtue of the high number of offenders. Such enforcement visits are usually carried out between 8.30am and 9.30am and again between 2.30pm and 3.30pm in line with the school-run.
- 3.5 Beyond the routine visits described above, deployment of parking enforcement resources is largely determined by operational managers in response to complaints from residents or based on local knowledge of schools with particular compliance problems. Where significant non-compliance is identified enforcement is incrementally increased with the objective of attaining a higher proportion of compliance.
- 3.6 Whilst this informal approach has proven effective, it does not: provide the Council with a robust basis on which to undertake intensive enforcement at schools with a high degree of non-compliance; balance the sometimes opposing expectations of parents and neighbours concerned about school-related nuisance parking; and balance the role of enforcement with school travel planning. Officers have begun to explore more systematic ways of potentially reprioritising enforcement resources in a way that is more transparent and effective. Progress towards this objective is set out in this report.
- 3.7 Compliance surveys were carried out during the months of September, October and November 2012 at a total of 68 schools across the borough. This represents approximately two-thirds of the 98 schools in the borough.
- 3.8 Compliance was measured by the total number of vehicles seen parked in the vicinity of each school against those parked in contravention of the parking restrictions. The compliance level following each survey and was noted, and after the third survey in November 2012, the compliance levels were averaged for each school.

3.9 Of the 68 schools surveyed:

- 3 achieving 100% compliance – Claremont High School; Key Stage 4 Pupil Referral Unit (Poplar Grove) and Menorah High School;
- 28 schools achieved over 90% compliance, and
- 19 schools achieved less than 80%.

A full list of the schools surveyed and the results are at appendix B.

3.10 Over the next three months, the remaining schools will be surveyed in order that a complete picture of the relative levels of compliance for all Brent-based schools can be obtained.

Parking non-compliance and school travel plans

3.11 Section 76 the Education and Inspections Act 2006¹, there is a general duty on local authorities to:

- prepare for each academic year a document containing their strategy to promote the use of sustainable modes of travel to meet the school travel needs of their area (“a sustainable modes of travel strategy”),
- publish the strategy in such manner and by such time as may be prescribed, and
- promote the use of sustainable modes of travel to meet the school travel needs of their area.

3.12 Brent published its Sustainable Modes of Travel Strategy² in 2009 and was one of the first London Boroughs to recruit a dedicated School Travel Plans team, around the turn of the Millennium. This progressive vision saw the borough awarded "Lead Borough Status", on behalf of Transport for London,

3.13 Although school travel plans are not a mandatory requirement, Brent Council actively supports and encourages all schools to produce a travel plan. A school travel plan must contain information about the school's location and public transport availability, along with a survey that identifies pupil's modes of travel to school. Through their travel plan the school is asked to identify any problems outside the school and set targets to promote sustainable travel and reduce congestion.

¹ www.legislation.gov.uk/ukpga/2006/40/part/6

² [http://www.brent.gov.uk/transportation.nsf/Files/LBBA-58/\\$FILE/Sustainable%20Modes%20of%20travel%20strategy%202009.pdf](http://www.brent.gov.uk/transportation.nsf/Files/LBBA-58/$FILE/Sustainable%20Modes%20of%20travel%20strategy%202009.pdf) OR bit.ly/136PmZM

- 3.14 Officers encourage all schools to annually review their travel plan and particularly target schools that participate in a Walk once a Week scheme; have appointed Junior Road Safety Officers or; that request engineering measures. As these initiatives are funded by the Council we stipulate that participating schools must review their travel plan if the schemes are to continue.
- 3.15 Currently 90% of Brent schools have a travel plan but unfortunately they do not all review their plans annually. In 2012, 43 schools submitted a travel plan and of these 5 received gold accreditation, 2 silver, and 38 Bronze.
- 3.16 There is no formal linkage between the Council's support for school travel planning with its associated safety and modality shift measures and with parking compliance standards. Officers intend to explore whether an explicit link can be established, and to review the effectiveness of the plans given that some schools with very high levels of parking non-compliance have been awarded gold status.

4.0 Financial implications

- 4.1 There are no financial implications arising from this report.

5.0 Legal implications

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

6.0 Diversity and equality implications

- 6.1 The public sector duty is set out at Section 149 of the Equality Act 2010. It requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

- 6.2 A protected characteristic is defined in the Act as:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;(including ethnic or national origins, colour or nationality)
- religion or belief;
- sex;
- sexual orientation.

- 6.3 Marriage and civil partnership are also a protected characteristic for the purposes of the duty to eliminate discrimination. The previous public sector equalities duties only covered race, disability and gender.

- 6.4 Having due regard to the need to advance equality of opportunity between those who share a protected characteristic and those who do not includes having due regard to the need to remove or minimise disadvantages suffered by them. Due regard must also be had to the need to take steps to meet the needs of such persons where those needs are different from persons who do not have that characteristic, and encourage those who have a protected characteristic to participate in public life.
- 6.5 The steps involved in meeting the needs of disabled persons include steps to take account of the persons' disabilities.
- 6.6 The Council's duty under Section 149 of the Act is to have 'due regard' to the matters set out in relation to equalities when considering and making decisions. Accordingly due regard to the need to eliminate discrimination, advance equality, and foster good relations must form an integral part of the decision making process. Members must consider the effect that implementing a particular policy will have in relation to equality before making a decision.
- 6.7 There is no prescribed manner in which the equality duty must be exercised. However, the council must have an adequate evidence base for its decision making. This can be achieved by gathering details and statistics on who use the service and how the service is used. No changes beyond evidence gathering are proposed.
- 6.8 The even distribution of faith schools across spectrum of parking non-compliance levels in appendix B seems to illustrate that a move towards prioritisation of parking enforcement based on previous surveys of parking is unlikely to have any disproportionate impact on faith based schools.

Contact officer:

David Thrale
Head of Safer Streets
Tel 020 8937 5454
Email david.thrale@brent.gov.uk

Sue Harper
Director of Environment and Neighbourhood Services

Appendix A – School parking policy

The Council's Road Danger Reduction Charter includes a commitment to ...

Pursue a transport strategy for sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased. Parking restraint measures, together with other initiatives, including car clubs, travel plans for workplaces and schools, will assist in the management of finite parking space, facilitate more efficient operation of public transport and reduce the amount and perception of danger for people on foot or cycle.

The Council's Parking Objectives includes commitment to ...

Ensuring that the management of parking around schools is influenced and supported by school travel plans that also foster more walking and cycling; and respond to the reasonable concerns of schools that are negatively affected by parking activity;

and

Ensuring that parking management supports road danger reduction initiatives (especially for pedestrians, cyclists and other vulnerable road users), including Safer Routes to School initiatives³ and emergency access requirements;

The Council's Parking Enforcement Policy Enforcement Objectives includes commitments to:

Ensure an effective, transparent, consistent and fair enforcement operation is maintained to maximise compliance with the Borough's parking regulations;

and

Ensure that enforcement activities include targeted enforcement in the vicinity of schools to reduce the level of illegal, dangerous and anti-social parking activity.

The detail of the Parking Enforcement Policy states:

Parking outside schools, especially at the beginning and at the end of each school day, can create road safety problems and difficulties for other road users. Parking Wardens therefore visit these areas to enforce parking restrictions during school terms on a minimum frequency basis. This is designed to stop illegal parking in restricted areas such as the zigzag marked areas immediately outside school entrances and pedestrian crossings, which have been introduced to improve child safety. This activity is undertaken in close liaison with school head teachers and the Police.

The introduction of a mobile CCTV enforcement system will be introduced when resources permit to enforce parking regulations and deal with persistently un-cooperative parents and resolve conflicts between wardens and drivers.

³ Since superseded by School Travel Plan initiatives.


Appendix B – School parking compliance survey data

| School | Compliance rate | Faith school? | School travel plan status |
|---|-----------------|---------------|---------------------------|
| Wembley Primary School | 63.7 | | |
| Carlton Vale Infant School | 64.1 | | Gold |
| Brondesbury College London | 66.9 | | |
| St Joseph's Catholic Infant School | 66.9 | Yes | Gold |
| Wykeham Primary School | 70.2 | | Bronze |
| Ark Academy | 72.0 | | |
| Elsley Primary School | 73.2 | | |
| The Stonebridge Primary School | 74.2 | | |
| St Gregory's Science College | 74.9 | Yes | |
| The Welsh School, London | 75.1 | | |
| St Mary's Catholic Primary School | 75.5 | Yes | |
| Noam Primary School | 75.5 | Yes | |
| St Nicholas' School | 75.8 | | |
| JFS | 75.8 | Yes | Bronze |
| Michael Sobell Sinai School | 77.5 | | |
| The Village School | 78.1 | | |
| The Crest Boy's Academy | 78.2 | | |
| Newman Catholic College (formerly Cardinal Hinsley) | 78.8 | Yes | |
| Barham Primary School | 79.3 | | Bronze |
| Fawood Children's Centre | 80.1 | | |
| Newman Catholic College (Cardinal Hinsley) | 80.5 | Yes | |
| St Joseph's Catholic Primary School | 80.6 | Yes | Silver |
| Convent of Jesus and Mary Catholic Infants School | 81.3 | Yes | Bronze |
| Fryent Primary School | 81.7 | | Bronze |
| Al-Sadiq and Al-Zahra Schools | 82.3 | Yes | Bronze |
| St Mary Magdalen's Catholic Junior School | 82.3 | Yes | Bronze |
| Braincroft Primary School | 82.9 | | |
| Anson Primary School | 83.5 | | |
| Chalkhill Primary School | 84.4 | | Bronze |
| Princess Frederica C of E Primary School | 84.8 | Yes | Bronze |
| Gower House School | 84.8 | | |
| Park Lane Primary School | 87.8 | | Bronze |
| The Crest Girls' Academy | 87.8 | | |
| Copland Community School | 88.0 | | |
| Kensal Rise Primary School | 88.2 | | Bronze |
| Christ Church C of E Primary School | 88.6 | Yes | |
| Brentfield Primary School | 88.9 | | Bronze |
| Newfield Primary School | 88.9 | | Bronze |

| School | Compliance rate | Faith school? | School travel plan status |
|---|-----------------|---------------|---------------------------|
| The Swaminarayan School | 89.0 | Yes | |
| Manor School | 89.5 | | |
| Furness Primary School | 90.4 | | Bronze |
| Malorees Junior School | 90.6 | | Bronze |
| Wembley High Technology College | 91.1 | | |
| Buxlow Preparatory School | 91.3 | | |
| Donnington Primary School | 91.7 | | |
| Leopold Primary School | 91.7 | | Bronze |
| Harlesden Primary School | 91.8 | | Bronze |
| Northview Primary School | 92.2 | | Bronze |
| Mora Primary School | 92.5 | | Bronze |
| Granville Plus Children's Centre | 92.6 | | |
| Sudbury Primary School | 93.2 | | Bronze |
| Islamia Girls' Secondary School | 93.3 | Yes | Bronze |
| North West London Jewish Day Primary School | 93.6 | | |
| Curzon Crescent Children's Centre | 93.8 | | |
| St Andrew and St Francis C of E Primary School | 93.9 | Yes | |
| Bnos Beis Yaakov Primary School | 94.8 | Yes | |
| Gladstone Park Primary School | 94.8 | | Bronze |
| Queens Park Community School | 95.4 | | |
| Key Stage 3 & 4 Pupil Referral Unit (Church Lane) | 95.8 | | |
| Woodfield Secondary School | 96.7 | | |
| Islamia Primary School | 97.2 | Yes | Bronze |
| Uxendon Manor Primary School | 97.2 | Yes | Bronze |
| St Margaret Clitherow Catholic Primary School | 97.3 | Yes | Bronze |
| St Mary's C of E Primary School | 97.3 | | |
| Vernon House School | 98.5 | | |
| Claremont High School | 100.0 | | Bronze |
| Key Stage 4 Pupil Referral Unit (Poplar Grove) | 100.0 | | |
| Menorah High School | 100.0 | Yes | |
| Alperton Community School | To follow | | |
| Avigdor Hirsch Torah Temimah | To follow | Yes | Bronze |
| Byron Court Primary School | To follow | | Silver |
| Capital City Academy | To follow | | |
| College Green Nursery School | To follow | | |
| Convent of Jesus & Mary Language College | To follow | Yes | |
| John Keble C of E School | To follow | Yes | Bronze |
| Key Stage 3 Pupil Referral Unit (Stag Lane) | To follow | | |

| School | Compliance rate | Faith school? | School travel plan status |
|--|------------------------|----------------------|----------------------------------|
| Kingsbury Green Primary School | To follow | | Bronze |
| Kingsbury High School | To follow | | |
| Lyon Park Infant School | To follow | | |
| Malorees Infant School | To follow | | Bronze |
| Mitchell Brook Primary School | To follow | | Bronze |
| Mount Stewart Junior School | To follow | | Bronze |
| Oakington Manor Primary School | To follow | | Bronze |
| Oliver Goldsmith Primary School | To follow | | |
| Our Lady of Grace Catholic Infants School | To follow | Yes | |
| Our Lady of Grace RC Junior School | To follow | Yes | |
| Our Lady of Lourdes Catholic Primary School | To follow | Yes | Gold |
| Preston Manor School | To follow | | Bronze |
| Preston Park Primary School | To follow | | Gold |
| Roe Green Infants School | To follow | | |
| Roe Green Junior School | To follow | | |
| Salisbury Primary School | To follow | | |
| St. Christopher's School | To follow | | |
| St. Joseph's Catholic Junior School | To follow | Yes | Gold |
| St. Robert Southwell Catholic Primary School | To follow | Yes | Bronze |
| The Kilburn Park School Foundation | To follow | | |
| The School of the Islamic Republic of Iran. | To follow | Yes | |

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|  | <p style="text-align: center;">Highways Committee 7 February 2013</p> <p style="text-align: center;">Report from the Head of Transportation</p> |
| For Action | Wards Affected: ALL |
| <p>2013-14 Works Programme – Local Implementation Plan; TfL Allocation</p> | |

1.0 SUMMARY

- 1.1 For 2013/14 Brent has been allocated £5.9 million by TfL to deliver the Local Implementation Plan (LIP), which represents a 26% increase from the 2012/13 allocation. The LIP programme is the predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent.
- 1.2 During 2013-14 a total of £10.2 million investment will be spent improving Brent's roads, footways and transport infrastructure. This will include:
- £5.9 million of LIP funding;
 - £0.8 million S106 developer contributions; and
 - £3.5 million of Brent Capital funding to maintain and improve the highway network (subject to approval of the Budget and Council Tax report and full Council approval on 25 February 2013).
- 1.3 On 11 February 2013 the Executive will be asked to approve the Transportation Major Schemes Programme for 2013-14. Detailed information on the £3.5million Brent Capital investment for improving roads and pavements will be provided within that report.
- 1.4 This report provides details of the prioritised LIP programme and seeks approval to implement the schemes and initiatives planned for 2013/14 within that programme.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the TfL capital (LIP) allocation of £5.871 million for the 2012/13 financial year, which includes £5.147 million to deliver the LIP programme and £0.724 for TfL road maintenance funding for principal (A) road maintenance.
- 2.2 That the Committee notes that the figure of £5.871 million includes the TfL "Major Scheme" allocation of £2.5 million to progress the Harlesden Town Centre scheme.

- 2.3 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.
- 2.4 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 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.
- 3.1.1 In July 2012, TfL advised the Council of its provisional LIP allocation for 2013/14 and provided guidance on how spending submissions (programmes of work) for 2013/14 should be compiled and submitted to them for approval. The guidance identifies that the 2013/14 Brent allocation across the 3 headings (Corridors, Neighbourhoods & Supporting Measures) is £2.547 million.
- 3.1.2 The amount of funding allocated to each borough is determined through a funding formula' developed by TfL in conjunction with London Councils. This uses a number of metrics to establish 'need' on a consistent basis across all 33 London boroughs.

3.2 Annual LIP Spending Submission

- 3.2.1 The Council's LIP submission for any one year is submitted for TfL's approval in October of the preceding year and is comprised of a pro-forma and additional supporting information.
- 3.2.2 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. It must also support the overarching policies and objectives set by the Greater London Authority/TfL London and the Mayor's Transport Strategy.
- 3.2.3 The funding submission/application is structured over five 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. Local Transport Funding covers funding which Councils can utilise at their discretion. In summary, the five headings are:
- Corridors and Neighbourhoods;
 - Supporting Measures (formerly known as 'Smarter Travel')
 - Carriageway and Structural Maintenance;
 - Major Schemes; and
 - Local "discretionary" Transport Funding.

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

3.3 LIP Schemes Delivered during 2012-13

3.3.1 By 31 March 2013, last years LIP allocation of £4.1million and around £0.5 million of S106 developer contributions will have been spent on improving Brent's transport infrastructure and implementation of the following schemes;

- 2.2 miles of resurfacing on 9 sections of the boroughs A road network;
- 6 major improvement schemes, including:
 - Sudbury Town Centre improvements
 - Harrowdene Road Traffic Calming
 - Wembley Corridor Accessibility scheme
 - Ealing Road Safety Scheme
 - Willesden Green Accessibility improvements
 - Donnington Road 20MPH Zone
- 16 improvement schemes across the borough including:
 - Dudden Hill Lane Safety Scheme
 - Willesden High Road Safety Scheme
 - Kenton Road Safety Scheme
 - Chichele Road Safety Scheme
 - School Travel Plan Engineering Measures
 - Bus stop accessibility improvements

3.4 LIP Scheme Submission for 2013/14

3.4.1 The Road Safety Report – House of Commons, Transport Select Committee identified Brent as one of the country's best performing Local Authorities in reducing the number of people killed or seriously injured (KSI). This success reflects our concentration on delivering schemes that directly address the worst performing roads and areas in terms of collision history, along with the potential of a scheme to reduce road casualties across all user groups.

3.4.2 Our 2013/14 spending submission was submitted to TfL on 5 October 2012. The submission reflects pre-agreed LIP priorities and is defined by TfL guidance on spending priorities to include:

- (1) Previously committed (multi-year funded) projects;
- (2) Neighbourhoods or corridors evidencing a disproportionately high record of road collisions resulting in deaths, serious and minor injuries;
- (3) Support for overarching borough priority regeneration commitments, e.g. Wembley and LIP Major Scheme commitments, e.g. - Harlesden town centre;
- (4) Concerns/proposals identified by Brent's elected members and residents, particularly by way of petitions in terms of the latter;
- (5) Schemes that support the delivery of Brent's TfL approved three-year transport plan - the second Local Implementation Plan (LIP) 2011/14 which was consulted on widely across Brent in 2010/11.

3.4.2 LIP schemes have been prioritised with particular emphasis placed on the importance of safety and accident reduction measures. This process involves analysis of collision records provided by the Police for the previous three year period. Officers consider the number of collisions, types of accident and severity of casualties to determine the cost benefits that could be gained through reducing the number of collisions in future years. By comparing the potential reduction in collisions

with the estimated cost of remedial measures, a “first year rate of return” is calculated. This is the amount of saving to the community from reducing the number of casualties as compared to the investment in physical measures.

3.4.3 To increase the transparency of this process officers are developing a prioritisation matrix that will assess a range of factors and hence assist in programme development. The potential to reduce road casualties will continue to be of the highest priority in programme development, but other factors will be considered to determine how specific schemes might contribute to a range of objectives, including:

- Corporate (Brent) Transport objectives;
- Mayoral objectives;
- Regional objectives;
- Economic Development and growth;
- Regeneration priorities;
- Strategic network development;
- Quality of life;
- Facilitating increases in walking and cycling;
- Bringing assets into a good state of repair;
- Improving the flow of people and goods;
- Improving accessibility; and
- Improving the public realm.

3.4.4 Prior to the October 2013 LIP submission officers will present a prioritised programme to members for their consideration and approval.

3.5 Accident Reduction

3.5.1 As stated, Brent is one of the country’s best performing Local Authorities in reducing the number of people killed or seriously injured (KSI)

3.5.2 Brent has reduced the number of KSI casualties by 60% when comparing the 1994-98 average to the 2006-10 average. Figures published this year indicate a further reduction in KSIs between 2010 and 2011:

- All casualties have reduced from 84 to 72;
- Pedestrian KSI casualties have reduced from 28 to 27; and
- Child KSI casualties from 10 to 4

Overall, the number of slight casualties has reduced from 844 to 824 and all casualties from 928 to 896.

3.5.3 However, there has been a slight increase in KSIs for cyclists, rising from 3 to 7 in 2011 and power two wheeler KSIs have risen from 13 to 22.

3.5.4 According to TfL cycling on London’s major roads has increased by 173% between 2000/01 and 2011/12 and the total number of cyclist casualties in London increased by 12 per cent in 2011. There is clearly a correlation between growth in cycling and cycle casualties. However, there was no change in the numbers of cyclist casualties in Brent over the same period. We are investing TfL funding in cycle training, safer routes to schools schemes and the design of all safety scheme considers and addresses safety issues related to cycling.

3.5.5 The total number of casualties involving powered two-wheelers in London increased by 8% compared to 13% in Brent between 2010 and 2011. This increase may be due to the high numbers of motorcyclists and scooters visiting or attending events at the

Ace Café. In recent years officers have targeted reducing accidents involving power two wheelers and have worked in partnership with the Ace café and other companies in the borough to deliver road safety education, providing posters and leaflets, offering free 'Scootersafe London' training places for young riders and promoting protective clothing through the 'Rightgear London' initiative. Further campaigns are planned along with working with TfL and the Police motorcycle task team on promoting the "Bike Safe London" courses.

- 3.5.6 Officers will continue to target funding to reduce the number of casualties in the borough to make it a safer environment for our communities.

3.6 2013/14 Programme Headings & Allocations

- 3.6.1 Appendix 1 contains details of the 2013/14 LIP programme. The following table sets out the various headings under which the LIP programme is divided and describes the requirements and required outcomes of those headings along with the summary allocation for 2013/14:

| Heading | Objectives | 2013/14 Allocations £k |
|--|---|---------------------------|
| Corridors & Neighbourhoods | To facilitate the delivery of local safety schemes and bus priority measures, address measures to facilitate increased levels of and safer cycling, as well as to deliver pedestrian improvements and bus stop accessibility measures along highway corridors. Improving the overarching quality of the urban realm is also a key objective. | 2.547 |
| Supporting Measures. | Delivery of School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes. These are generally non-infrastructure measures or measures that do not involve major capital works on the footway/highway, or measures that are primarily sustainable transport/road safety education led. | |
| Highways and Structural Maintenance (Principal A Roads) | Structural maintenance of principal (A) roads and bridges. As in previous years, London-wide 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. | 0.724 |
| Major Schemes | A mechanism for developing and implementing larger public realm improvement schemes for town centres, station access and 'streets for people' projects. The focus is on larger (£1million or above) projects and 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 | 2.5 |

| | | |
|--------------------------------|--|--------------|
| | Harlesden Town Centre continues to be Brent's primary 'Major Scheme' intervention spanning the course of LIP-2, 2011-2014. | |
| Local Transport Funding | A £100k allocation (for each borough) for use on transport projects in accordance with section 159 of the GLA Act. | 0.1 |
| | Total | 5.871 |

3.6.2 The c£5.9 million Local Implementation Plan (LIP) funding for 2013/14 represents an increase of 26% from the £4.084 million allocation for 2012/13.

3.6.3 It is proposed to deliver four major schemes during 2013-14, including;

- Harlesden Town Centre Improvement Scheme;
- Engineers Way Public Realm and Accessibility;
- Chevening Road Area 20MPH Zone; and
- A5 Corridor (Kilburn High Road) Improvements.

3.7 Scheme Consultation

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

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

4.0 FINANCIAL IMPLICATIONS

4.1 TfL has allocated the Council £5.871 million against specific approved programmes.

4.2 The TfL allocation letter stated that the London Bridges Engineering Group (LoBEG) is currently reviewing the pan-London bridge assessment and strengthening programme. Therefore any allocation on the (TfL) Portal in respect of this programme should at the present time be considered provisional and will be confirmed in February 2013, following further consultation with LoBEG. However, although funding has not been confirmed, the Council will separately continue to receive £40,000 to act as lead borough (chair) the London Bridge Engineering Group (LoBEG) and it is likely that an allocation of £150,000 will be made by TfL for strengthening two bridges on Twyford Way.

4.3 A fund for 'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1 million. The council's Major Scheme spanning the course of LIP-2 (2011/14) is Harlesden Town Centre. TfL have allocated a sum of £2.5 million to commence construction of that scheme.

4.4 The approved LIP programme for 2013-14 shown in Appendix 1 is therefore fully funded.

4.5 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.

4.6 There is no provision for carry over LIP funding and all works 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, which can be made available on request. 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 2013-2014 Brent LIP funding application/settlement.

BACKGROUND INFORMATION

Report to Highways Committee 13th December 2011 – Brent's Local Implementation Plan (2011-2014)

Any person wishing to inspect the above papers should contact Paul Chandler, Head of Transportation, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5151

APPENDICES

Appendix 1 – 2013-2014 LIP Funded Capital Programme - Proposed Schemes.

APPENDIX 2

2013-2014 Transport for London funded Local Implementation Plan (LIP) Programme – Proposed Schemes - Brent Council.

| <p>2013/14 Spending Submission was submitted on 5 October 2012 in line with Transport for London guidance and the Council's overarching Local Implementation Plan objectives, which serves to deliver the Mayor's Transport Strategy at the same time as addressing localised problems/issues. The programme will be formally reported to the 7 February 2013 Highways Committee and this table summarises scheme titles, what they (broadly) seek to address, and financial allocations.</p> | | |
|---|--|--------------|
| <p>INFRASTRUCTURE SCHEMES</p> <p>The proposed schemes are made up of:</p> <ol style="list-style-type: none"> 1. Previously committed (multi-year funded) projects; 2. Neighbourhoods or corridor schemes with a significant record of road collisions resulting in deaths, serious and minor injuries; 3. Support for overarching borough regeneration commitments and major improvement schemes (e.g. Wembley, Harlesden town centre); 4. Proposals, suggestions and concerns received from Brent's members, residents and businesses; and 5. Schemes that support the delivery of Brent's TfL approved three-year transport plan - the second Local Implementation Plan (LIP) 2011/14. | | |
| Scheme | Description | Value |
| A5 Corridor, integrated transport interventions. | Road danger reduction (RDR) led urban realm improvements. Addressing poor crossing facilities, wide carriageways and parking/loading/unloading issues. New street trees to be introduced. Thrust of the initiative is to focus on the stretch of highway/footway from Chichelle Rd to Exeter Rd which presents something of a "missing link" between the Cricklewood Broadway Outer London Fund (OLF) initiative, and the Brent/Camden proposals for improvements to Kilburn High Road, from Kilburn Underground station towards Maida Vale. Spans LIP3 (14/15 onwards). | £174,000 |
| Ealing Road (north) - from Bridgewater Rd to High Rd, Wembley inc. High Rd Wembley Jctn with Lancelot Rd. | Road danger/congestion reduction interventions along a hugely busy corridor. Addressing poor quality local crossing facilities and dated urban realm. Loading/unloading issues exasperate congestion issues, causing delays to bus services particularly during peak (morning and evening) times midweek, and Saturday mornings. Low volume of local cycle parking and general poor cycling infrastructure provision. Likely to span LIP-3 (14/15 onwards). | £50,000 |
| Willesden High Road | Walking led urban realm improvements along a busy town centre corridor. Finishing fund relating to a Local Implementation Plan (LIP)-1 intervention, spanning 2008/09 onwards. Essentially, scheme snagging and potential footway renewal. | £30,000 |

| | | |
|---|--|----------|
| Harrow Road, Sudbury (Small Town Centre Area) | Measures to accommodate changes to bus use/vehicle types coupled with pedestrian improvements/desire-line interventions. Upgrading of the local public realm. Planting of street trees where practicable. | £50,000 |
| Bus Stop Accessibility Programme | Ensuring bus user accessibility to Brent's bus stops. Examples include higher kerb-lines to facilitate wheelchair/ramp access and ensuring bus passengers do not alight onto grass verges. Including 'JIM' Route 182 development of future year design improvements to facilitate smoother passage of buses along this former Flagship/3G route. | £85,000 |
| Chevening Road - Harvist Road Area - merge TMO with Aylestone Avenue Area 20mph zone | Road danger reduction and associated vehicle speed reduction measures/traffic calming/introduction of a 20mph speed limit. | £180,000 |
| Site specific waiting & loading restriction reviews | Development and delivery of new/review existing waiting & loading restrictions/addressing problematic locations in the borough. | £60,000 |
| Wembley Regeneration - Wembley Park Urban realm improvements | Wembley Park Urban realm, pedestrian accessibility and road danger reduction benefits linked to 'North End Road' proposal/opening up regeneration area. | £35,000 |
| Wembley Regeneration - Wembley Triangle - Placemaking & Urban realm improvements | Wembley Triangle' - placemaking & urban realm. Linked to widening of over-bridge/nr Wembley Stadium station. Capacity improvement led intervention. | £50,000 |
| Wembley Regeneration - Empire Way/Engineers Way Signals 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. | £300,000 |
| School Travel Plans and routes to/within the vicinity of schools. Engineering measures including new/improved pedestrian crossing facilities | Development and delivery of accessibility and pedestrian safety measures around and on the routes to various schools, including places with barriers to walking in the borough. Examples include Carlton Vale/Fernhead Rd (Falcon Rd) and Dudden Hill Lane (north-west of Burnley Road). | £270,000 |
| Kenton Road Junction with Claremont Avenue | Road danger reduction interventions...continuation/completion of 2012/13 scheme (implementation) | £70,000 |
| Greenhill Park - Nicoll Road Area. Neighbourhood Scheme | Rationalising parking, assessing rat-running and potential speeding issues, addressing road casualty figures, improving the urban realm, planting street trees | £150,000 |

| | | |
|---|---|-------------------|
| Major Schemes Harlesden Town Centre Delivery of Brent's LIP-2 (2011- 2014) "Major Scheme" | Providing major transport, casualty reduction and public realm to the Harlesden Town Centre. Implementation to take place Jan 2013 to 2014 | £2,500,000 |
| Harlesden Town Centre (LIP Contribution to Major Scheme) | Supporting LIP funding for Brent's LIP-2 "Major Scheme" – Urban Realm and Road Danger Reduction improvements. Large redevelopment of Harlesden town centre. Possible improvements to "routes in" to Harlesden town centre to be picked up in LIP-3, 2014/15 and beyond. | £400,000 |
| Challenge Close, Harlesden | Developing the urban realm and improving linkage/accessibility to an open/green space on the edge of Harlesden Town Centre, strengthening links to the Harlesden Town Centre (Major Scheme) project. | £35,000 |
| Local Transport Funding | Local Transport Funding forms a £100,000 pot of funding that boroughs can use to enhance projects in their capital programme. As an example, in 2012-13, some of the funding went towards Road Safety based theatre, within Brent's schools | £100,000 |
| | Total | £4,539,000 |
| "SOFT" MEASURES (NON CARRIAGEWAY/FOOTWAY INFRASTRUCTURE) | | |
| These are generally non-infrastructure measures or measures that do not involve major capital works on the footway/highway, or measures that are primarily sustainable transport/road safety education led. | | |
| LIP Policy, programme and Monitoring (Design/consultation funding for future year Corridor & Neighbourhoods projects) | Development work relating to future year's LIP schemes/programme | £5,000 |
| Car Clubs – TMOs, signs and lines | Funding for promoting the concept of car clubs and attempting to increase for demand for car clubs - particularly in the north of Brent. If demand increases and new car club locations are suggested by operators, then an element of the "local transport fund" may be used for signs/lines/TROs. | £5,000 |
| Installation of Electric Vehicle Charging Points (EVCPs) | To facilitate the delivery of electric vehicle charging points (EVCPs) in Brent, building on previous year's work and the planned implementation of 2 new points in 2012/13 working alongside Sainsburys, at their Kenton and Alperton stores. | £30,000 |
| Environmental health initiatives - Air Quality | Continued support for Brent's Environmental Health team for localised air quality monitoring linked to motor-borne air pollution/roadside diffusion tubes and reports/studies linked to this area. Linkage with WestTrans/sub-regional air quality monitoring. | £15,000 |

| | | |
|--|---|-----------------|
| Urban Realm / Street Trees | To facilitate the planting of new, shallow-rooting street trees linked to urban realm improvement projects where projects listed here are being delivered across Brent. | £15,000 |
| School Travel Plans (non-engineering measures) programme | "Smarter Travel" interventions linked to the development of School Travel Plans (STPs) across Brent. Budget used for supporting materials for STP work within schools. | £25,000 |
| "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 health/lifestyle benefits of cycling. | £30,000 |
| Travel awareness programme | On-going travel awareness work, such as events and promotional activities, magazine articles and adverts to further promote and raise awareness for sustainable transport across Brent. | £15,000 |
| Education, Training & Publicity (ETP) initiatives | Road danger reduction related activities across the borough, such as awareness raising campaigns and other promotional activities related to making a Brent's roads safer for all users. Increased allocation which now incorporates the highly successful and well received "Theatre in School" Programme. | £50,000 |
| Adult & child cycle training programme | An annual programme of cycle training activity delivered on behalf of the Council by Cycle Training UK, officers are pleased to be able to slightly increase the allocation back to the 2008/09 level of £100k/annum. | £100,000 |
| West-sub region 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 <i>WestTrans</i> Partnership). | £30,000 |
| 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. | £10,000 |
| School Buses Escort Programme | Continued support for addressing anti-social behaviour on key bus routes in Brent whereby funding is used for a human presence on troublesome routes/services to ensure successful operation of public transport in the borough and limiting police time. | £30,000 |
| | Total | £360,000 |
| FUTURE INITIATIVES | | |
| Budget for design and consultation work during 2013/2014. More detailed work leading to build/scheme delivery would take place in 2014/2015. These initiatives are predominantly road safety/road danger reduction-led initiatives - the primary and single most important objective being to significantly reduce road casualties at the identified/listed locations. | | |
| Brentfield - Hillside (Conduit Way to Wesley Rd) | Collision Casualty/Road Danger Reduction Programme: Accidents within 36 month period ending April 2012: 27 accidents resulting in 30 casualties (KSI=3 , Pedestrians = 5, right turns = 9) | £20,000 |

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| Forty Lane (Barn Rise to The Paddocks) & Bridge Road (Forty Lane to Wembley Park Station): | Preliminary design & consultation. Collision Casualty/Road Danger Reduction Programme (to include loading/unloading & parking issues in the area). Accidents within 36 month period ending April 2012: 52 accidents resulting in 63 casualties (KSI=4 , Pedestrians =14, right turns = 21, dark=18) | £43,000 |
| Harrow Road -NW10 (45 m West of Trenmar Gardens to Wakeman Road) | (build/implementation) Collision Casualty/Road Danger Reduction Programme Accidents within 36 month period ending April 2012: 23 accidents resulting in 25 casualties (KSI=5 , Pedestrians = 6, right turns = 9) | £85,000 |
| Neasden Lane (Denzil Road to High Road, Willesden) | Preliminary design & consultation. Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: 20 accidents resulting in 24 casualties (KSI=2 , Pedestrians =3, dark=6) | £20,000 |
| Neasden Lane - Tanfield Avenue - Dudden Hill Lane: | Preliminary design & consultation. Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: 20 accidents resulting in 25 casualties (KSI=3 , Pedestrians =2, dark=8) | £20,000 |
| Willesden Lane (Coverdale Road to Aldershot Road) | Preliminary design & consultation. Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: 36 accidents resulting in 33 casualties (KSI=4 , Pedestrians =8, Cyclists = 8) | £20,000 |
| Salisbury Road (Winchester Road to Harvist Road junction) | Preliminary design & consultation. Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: 19 accidents resulting in 21 casualties (KSI=2 , Pedestrians =7, Cyclists = 7) | £20,000 |
| Kingsbury Road (Small Town Centre Area Scheme) - Including Urban improvements and traffic improvements | Preliminary design & consultation. Accidents within 36 month period ending April 2012: 35 accidents resulting in 39 casualties. Major Scheme "Step 1" pro-forma, to be submitted in 2014, and preliminary consultation/'conceptual design' work to commence once resources are identified. | £15,000 |
| Carlton Vale Cycling Improvements | Preliminary design & consultation Improved cycling facilities and safety measures | £5,000 |
| | Total | £248,000 |
| Principal Road Maintenance | A404 Harrow Road (Furness Road – Scrubs Lane) | £96,000 |
| Principal Road Maintenance | A4006 Kingsbury Road (Valley Drive to -Roe Green) | £286,000 |
| Principal Road Maintenance | A4006 Kenton Road (Gayton Road – Hawthorn Road) | £288,000 |

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| Principal Road Maintenance | A4088 East Lane (Peel Road – Pembroke Road) | £54,000 |
| | Total | £724,000 |
| | Grand Total | £5,871,000 |

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