



Highways Committee

Thursday 20 March 2014 at 7.00 pm

Board Room 1&2 - Brent Civic Centre, Engineers Way,
Wembley HA9 0FJ

Membership:

Members

Councillors:

J Moher (Chair)
Mashari (Vice-Chair)
A Choudry
Denselow
McLennan

alternates

Councillors:

Butt
Crane
Hirani
R Moher
Pavey

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 |
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| 1 | Declarations of personal and prejudicial interests | |
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Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

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| 2 | Minutes of the previous meeting | 1 - 4 |
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| 3 | Matters arising (if any) | |
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| 4 | Deputations (if any) | |
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| 5 | Petition - Kensal Rise Residents Association | |
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| 6 | Petition for the development of a Traffic Management Policy Strategy for Chamberlayne Road | 5 - 12 |
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This report informs the Committee of a petition received in October 2013 from Kensal Rise Residents Association (KRRA) requesting a robust traffic management policy / strategy for Chamberlayne Road and provides updates on work with members of KRRA to develop the Chamberlayne Road 20MPH Zone scheme.

Ward Affected: Kensal Green

Contact Officer: Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

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| 7 | Brent Long Term Transport Strategy | 13 - 80 |
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This report describes Brent's objectives and policies in relation to transport and travel and "sets the scene" by defining our transport priorities for the next 20 years. The strategy will support regeneration and growth and support the core objective of improving access to employment.

I have attached the draft strategy document as an appendix to the report.

Ward Affected: All Wards

Contact Officer: Paul Chandler, Head

of Transportation
Tel: 020 8937 5151
paul.chandler@brent.gov.uk

8 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.

9 Date of Next Meeting

The next meeting of the Highways Committee will be announced after the Council Annual General Meeting (AGM) on 4 June 2014.



- 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.

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LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Thursday 13 February 2014 at 7.00 pm

PRESENT: Councillor J Moher (Chair) and Councillors Denselow and McLennan

Also present: Councillor Chohan

Apologies for absence were received from: Councillors Mashari and A Choudry

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

None declared.

2. **Minutes of the previous meeting held on 10 December 2013**

RESOLVED:-

that the minutes of the previous meeting held on 10 December 2013 be approved as an accurate record of the meeting.

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

None.

4. **Highways Asset Management Plan for Brent and Draft Maintenance Programme 2014-16**

Paul Chandler (Head of Transportation, Environment and Neighbourhoods) introduced the report and began by describing the present process for maintaining the borough's highways. This consisted of undertaking an annual condition survey, with each section of roads being assessed and given a score in order to prioritise those roads in the worst conditions to undergo maintenance works. In addition, nominations from councillors, engineer reports and other factors such as the number of potholes were also taken into account. Paul Chandler advised that maintenance work typically involved replacing the top layer surface of the road. However, the current method did not address the deterioration of roads over time and so it was proposed to adopt a Highway Asset Management Planning (HAMP) approach, involving a programme of preventative maintenance schemes that would extend the life of roads and prevent more costly maintenance in the future. This would involve a thinner resurfacing that would water seal the road and replace anti-skidding features and would cost around £50,000 per kilometre cheaper than current arrangements. The committee heard that another benefit that would result from this was that the total length of the borough's roads to be resurfaced would increase from 8.65 miles in 2013/14 to 11.1 miles in 2014/15.

Paul Chandler advised that initially a two year plan for HAMP was proposed, although longer term plans would be drawn up in future. The committee heard that at this stage, HAMP would only be undertaken for carriageways, as it would not be feasible for footways. Paul Chandler added that a similar approach to maintenance to other council assets, such as street lamps and drainage, could also be considered in future. He then referred members to the proposed highways capital programme for 2014-16 as detailed in appendix B of the report. Members noted that the recommendations in the report were also to be put to the Executive on 17 January.

During members' discussions, clarification was sought as to whether member nominations would remain relevant when assessing highways. A member enquired how the HAMP would be communicated to residents to ensure they understood its purpose and benefits. He cited a recent survey undertaken by the *Evening Standard* that had highlighted the worsening situation with regard to potholes in London and enquired about the number of pothole repairs carried out in the borough and their average cost. It was commented that members received a number of residents' complaints in respect of condition of footways, including damage caused by vehicles driving over and parking on them and on grass verges and information was sought on what action was being taken to address this. It was also queried whether the condition of roads received a similar level of complaints.

The Chair emphasised the importance of explaining the benefits of HAMP to residents and suggested that it would be beneficial to highlight examples of problems it was designed to address. He commented that communicating the benefits of other programmes to residents, such as the Local Implementation Plan (LIP) programme, was desirable. In respect of damage to pathways, he stated that residents should be encouraged to report problems to the council and to their local residents associations and this could be publicised, for example, through the Brent Connects Area Forums.

In reply to the issues raised, Paul Chandler advised that councillor nominations would still be taken into account under HAMP as set out in section 5.16 of the report, and where for example a number of streets attracted the same score, those that had also been councillor nominated would be prioritised. Members heard that complaints on the state of roads were quite common, however often roads looked worse than their actual condition which may still be sound. Paul Chandler acknowledged that careful consideration needed to be undertaken over communicating the benefits of HAMP to residents, as well as other schemes such as the LIP programme. With regard to damage to pavements, this was a far from straightforward issue to overcome as there were practical difficulties in residents witnessing and reporting such breaches and also for the council in policing and in taking enforcement action. Often damage was due to inadequate crossovers or the absence of them and where such instances had been identified, residents would be sent a written warning which would also include advice on how to apply for a crossover to be built. Damage to grass verges was an even larger problem, however measures that the council may undertake included erecting wooden barriers. Paul Chandler advised that an eight year lump sum contract was in place with regard to pothole repairs and he would provide information to members on what steps were being taken to reduce the number of potholes and the number and average cost of repairs.

Jenny Isaac (Operational Director – Neighbourhood Services, Environment and Neighbourhoods) added that conditions of roads was also a big issue in many other London boroughs. However, residents in Brent appreciated a list of streets and scores being compiled that detailed at what level of priority their road was and when it was due for maintenance works.

The Chair requested that the issue of potholes be considered at the next meeting of the Highways Committee. Members agreed to the Chair's suggestion that 'notes' be replaced by 'be recommended' in all of the recommendations under section 2.0 of the report.

RESOLVED:-

- (i) that the draft highways asset management strategy for Brent as described in section 5.0 of the report and appended as background papers to this report be recommended to the Executive for approval;
- (ii) that the proposed prioritisation process and criteria for programme development described in section 5.14 of the report be recommended to the Executive for approval; and
- (iii) that the proposed 2014-16 highways capital programme, as detailed in Appendix B and summarised in the table in section 2.4 of the report which will be reported to the Executive for approval on 17 February 2014, be recommended to the Executive for approval.

5. Date of next meeting

It was noted that the next meeting of the Highways Committee was scheduled to take place on Thursday, 20 March 2014 at 7.00 pm.

6. Any other urgent business

Wembley Event Day parking


The Chair advised that a review of Wembley Event Day parking was underway and would look at issues such as penalties for removing vehicles and any adverse impact that the scheme currently has on local residents. A report with recommendations was due at the next Highways Committee meeting.

Councillor Cheese

The Chair, in noting that Councillor Cheese, a regular attender of the Highways Committee, had been taken ill, expressed on behalf of the committee their best wishes for his swift recovery.

The meeting closed at 7.35 pm

J MOHER
Chair

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|  Brent | <p align="center">Highways Committee 20 March 2014</p> <p align="center">Report from the Head of Transportation</p> |
| <p>For decision</p> | <p align="right">Wards Affected: Kensal Green</p> |
| <p align="center">Petition for the development of a Traffic Management Policy / Strategy for Chamberlayne Road</p> | |

1.0 Summary

- 1.1 This report informs the Committee of a petition received in October 2013 from Kensal Rise Residents Association requesting a robust traffic management policy / strategy for Chamberlayne Road.
- 1.2 A report to Highways Committee of 7 February 2013 advised members of a petition received from Kensal Rise Residents Association (KRRRA) previously requesting a 20mph speed restriction on Chamberlayne Road, and of plans to implement safety measures costing £130,000 under the 2013/14 Local Implementation Plan (see background papers).
- 1.3 Officers in Transportation have worked with members of KRRRA to develop the Chamberlayne Road 20MPH Zone scheme; this comprises a series of measures to improve safety along Chamberlayne Road between the junctions with Okehampton Road and Harvist Road and in Station Terrace. Implementation of the scheme commenced in January 2014. A post scheme review will be carried out within 12 months of completion to measure effectiveness.
- 1.4 There is an existing 7.5 tonne weight restriction in the area (Chamberlayne Road north of Bannister Road) whereby the Council can take enforcement action against heavy goods vehicles exceeding this weight limit without a legitimate reason to be within the restricted area e.g. to load or unload. Enforcement action takes place in the area to help deter heavy goods vehicles from illegally using the route. However, it is expected that many HGV's will need to travel through this area to carry out their business, for example, to make deliveries to local shops and householders.

- 1.5 There is no funding or plans to develop a specific Traffic Management Policy or Strategy for Chamberlayne Road.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition.
- 2.2 That the Committee notes that the Council have invested £130,000 to design and implement the Chamberlayne Road 20MPH Zone scheme in 2013/14. This scheme will reduce accidents and improve conditions for vulnerable road users.
- 2.3 That the petitioner's request to prepare a specific traffic management policy for Chamberlayne Road is not taken forward at this time.
- 2.4 That the Committee notes that periodic enforcement of the 7.5 tonne weight restrictions that apply to Chamberlayne Road will be undertaken.

3.0 The petition

- 3.1 The petition, received from Kensal Rise Resident Association requests that the Council develops a robust traffic management policy for Chamberlayne Road.
- 3.2 It asks the Council to address the following issues;
- Volume of traffic
 - Road accidents
 - Unnecessary obstructions e.g. traffic islands
 - Safety of road users – cyclists and pedestrians
 - The distribution of traffic across the local area.
- 3.2 The petition has been verified to be in accordance with Standing Orders. The full wording of the petition is found in Appendix A – Petition from KRRRA. The petition has 235 valid signatures.

4.0 Existing Situation

- 4.1 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 link to Kensal Rise Station. The road is currently subject to a 30mph speed limit.
- 4.2 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

Volume of Traffic in area

- 5.1 Chamberlayne Road is an important borough link road and is one of London's non-principal classified B roads. Therefore high volumes of traffic during peak times are to be expected.
- 5.2 Whilst the Council acknowledges the fact that this is a busy road in a busy part of London, we do not accept that the area suffers from congestion that is significantly worse than other similar roads in the borough and should have its own Traffic Management Policy / Strategy. However, any future development in the area would be subject to a Transport Assessment to determine the impact on the local area and any mitigation measures before approval as part of Planning Committee considerations.
- 5.3 There is an existing 7.5 tonne weight restriction in the area (Chamberlayne Road north of Bannister Road) so the Council can take enforcement action against heavy goods vehicles exceeding this weight limit without a legitimate reason to be within the restricted area e.g. to load or unload.
- 5.4 The Council's Parking Enforcement team have been carrying out enforcement of the weight restricted zone (see Appendix C – Area of 7.5t Weight Restriction Zone). CCTV camera equipped vehicles are used for enforcement and penalty charge notices issued to vehicles that are observed to travel through the restricted area if they cannot demonstrate a legitimate purpose.
- 5.5 Parking enforcement has been asked to include Chamberlayne Road in their regular enforcement plan for heavy goods vehicles. However, it should be noted that it is expected that many HGV's will need to access this area in order to carry out their business; for example, to make deliveries to local shops and houses. In addition, enforcement needs to be carried out in different streets within the zone over a period of approximately six months to be effective.
- 5.6 KRRRA has been in regular contact with Transport for London (TfL) regarding the number of buses using Chamberlayne Road. TfL provide bus services to meet the needs of Londoners across the capital and base their routes on demand modelling and logistics.
- 5.7 The Council have raised the concerns of KRRRA about the number of buses using Chamberlayne road and TfL has considered and rejected the potential for an alternative route for the 302. TfL make the final decision on any changes.

Road Accident reduction and safety improvements

- 5.8 Officers in Transportation identify roads and locations in Brent with the highest number of road traffic collisions and look at introducing road safety measures to help reduce the number of accidents

- 5.9 By adopting this approach Brent has become one of the country's best performing Local Authorities in reducing the number of people killed or seriously injured (KSI). When comparing the 1994-98 average to the 2006-10 average, Brent has reduced the number of KSI casualties by 60%.
- 5.10 Chamberlayne road was prioritised because over the last three years there have been thirty two accidents with thirty seven casualties reported along this section of Chamberlayne Road. Of these, four were serious injuries, thirty two slight injuries and one fatality. Six of these collisions involved pedestrians, seven involved pedal cyclists, thirteen powered two wheelers (motorcycles and mopeds), and eleven were driver/passengers traveling by car.
- 5.11 Officers are currently implementing a £130,000 scheme that was approved by the Highways Committee in February 2013 as part of this year's LIP submission. This scheme was developed in consultation with KRRRA. It will comprise a series of measures to improve safety along Chamberlayne Road between the junctions with Okehampton Road and Harvist Road, and in Station terrace. These improvement measures will help improve road safety for all road users. Details of the scheme are provided in Appendix B – Chamberlayne Road 20MPH Zone Scheme Plan.
- 5.12 The petitioners refer to unnecessary obstructions e.g. traffic islands. There are several pedestrian refuge islands situated north of the junction with Hardinge Road. These serve a purpose in providing a safe location for pedestrians to cross the road and help to reduce traffic speeds. They are located outside of the area of proposed improvements and there are no plans to remove them.

6.0 Financial Implications

- 7.1 Funding for the Chamberlayne Road 20MPH Zone scheme has been made available during 2013/14 through the annual Local Implementation Plan (LIP) settlement from TfL and S106 Developer contributions.

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 report. The Chamberlayne Road scheme was subject to an Equalities Assessment.

Background Papers

Highways Committee Report 13th February 2013 - Chamberlayne Road Petition for 20mph Speed Limit

Contact Officers

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Appendix A – Petition from KRRRA

Chamberlayne Road Traffic Management Petition, June 2013

KENSAL RISE RESIDENTS ASSOCIATION (KRRRA)

NW10

Dear Residents,

For many years now, the volume of traffic - trucks, skip lorries, long articulated trucks on Chamberlayne Road has been rising significantly over the past 5 years. This is preventing the free flow of traffic in the area and poses a danger to residents, cyclists, school children and the elderly. The volume of traffic has already exceeded capacity of the road and this trend seems set to grow.

Kensal Rise is well served by public transport, with 7 bus routes, the London Overground and the London Underground Bakerloo line. Chamberlayne Road is used as a thoroughfare by commercial vehicles and commuters traversing from Outer London to Central London.

Survey of Traffic on Chamberlayne Road, November 2012

| PERIOD | NUMBER OF VEHICLES |
|---|--------------------|
| TOTAL VEHICLES PER WEEK ON CHAMBERLAYNE ROAD | 99,776 |
| TOTAL VEHICLES PER MONTH ON CHAMBERLAYNE ROAD | 399,104 |
| TOTAL VEHICLES PER YEAR ON CHAMBERLAYNE ROAD | 5,188,352 |

Source: Brent Council (Average numbers)

Whilst Brent Council may say that its accident record has decreased, sadly this is not so for Chamberlayne Road. In the **last three years** there have been **32 accidents** on 1-mile stretch of road including fatalities. Chamberlayne Road accounts for nearly 2% of accidents in the borough of Brent.

The issues on Chamberlayne Road we want Brent council to address are:

- Volume of traffic
- Road accidents
- Unnecessary obstructions e.g. traffic islands
- Safety of road users – cyclists and pedestrians
- The distribution of traffic across the local area

Whilst the 20 MPH limit is a good start towards reducing traffic related accidents on Chamberlayne Road, it is only the first step towards reducing accidents rates or reducing impact of nuisance noise and congestion in the area. A speed survey on Chamberlayne Road undertaken by Brent Council in November 2012 reports

“Whilst the overwhelming majority of vehicles travel within the speed limit, vehicles speeds in excess of 50mph were recorded at various times within the survey period”

We believe that it is time that Brent Council developed a robust traffic management policy / strategy for Chamberlayne Road, and hope you will support this initiative by signing this petition, which will be presented to Councillor Muhammad Butt, Lead Councillor for Brent Council, and senior Highways and Transportation officials for action.

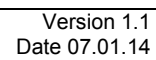
Many thanks!

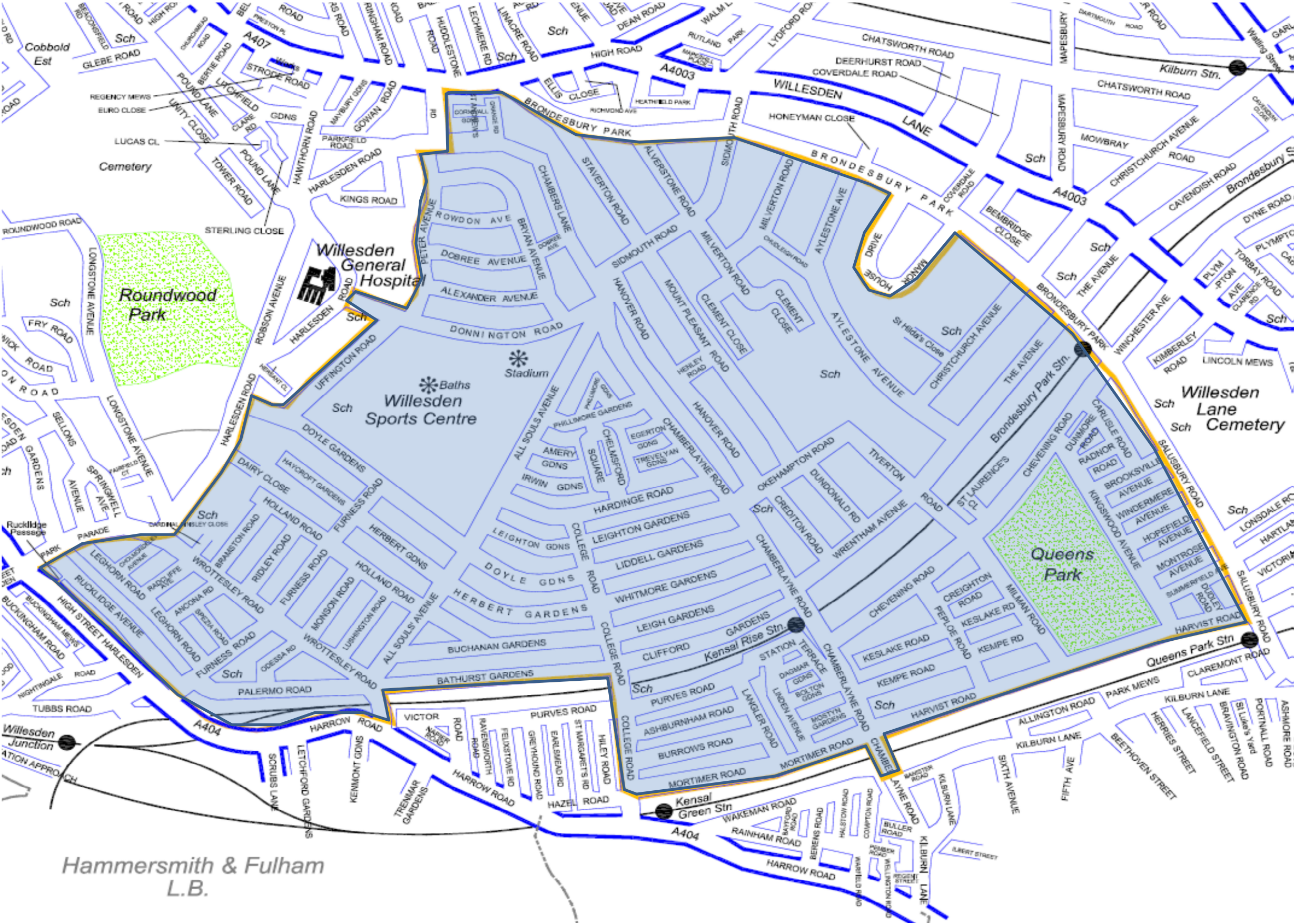
Fiona Mulaisho, Chair – KRRRA


Rik Smith, Secretary – KRRRA

Paul Messiter MRICS, Planning and Environment Officer – KRRRA

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|  Brent | <p align="center">Highways Committee 20 March 2014</p> <p align="center">Report from the Head of Transportation</p> |
| <p>For Action Wards affected: ALL</p> | |
| <p>Brent Long Term Transport Strategy</p> | |

1.0 Summary

- 1.1 Brent's draft Long Term Transport Strategy has been developed to inform and guide the way in which we will invest in improving the movement of people and goods throughout the Borough. It describes Brent's objectives and policies in relation to transport and travel and "sets the scene" by defining our transport priorities for the next 20 years. The strategy will support regeneration and growth and support the core objective of improving access to employment. In summary our strategy is:
- To improve international, national and regional links to Brent;
 - To support Brent's Growth Areas;
 - To improve the North Circular Road Regeneration Area;
 - To improve Brent's town centres;
 - To invest in creating sustainable, attractive and safe neighbourhoods;
 - To support employment locations; and
 - To ensure that safe and convenient cycle routes are provided.
 - To improve air quality and contribute towards climate change targets
- 1.2 By application of the strategy objectives, and with reference to a network of core movement corridors, this strategy will define the planning framework for transport within Brent. It will be used to drive and prioritise our annual spending submissions beyond the next delivery plan period; guiding investment decisions and informing development of future LIP strategy updates. It will also define the proposed national, regional and sub-regional transportation improvements that are important to Brent's growth and prosperity, identifying which proposals the Council supports and will lobby for.

2.0 Recommendations

- 2.1 That the Highways Committee approves the draft Long Term Transport Strategy for Brent.

- 2.2 That the draft Long Term Transport Strategy be subject to public and stakeholder consultation during 2014, and be reported back to the Highways Committee and Executive for final approval.

3.0 Detail

3.1 Background

- 3.1.1 The proposed Brent Long Term Transport Strategy sets out directions for transport in Brent over the next 20 years to support land use planning and development decisions. It is an integrated land use and transport strategy, which builds on the Local Implementation Plan (LIP) for transport.
- 3.1.2 The need for a transport strategy is driven by the regeneration and growth agenda within the borough, which outlines a commitment to delivering:
- 22,000 new homes across the borough between 2007 and 2026;
 - 10,000 new jobs in Wembley; and
 - 4,400 new jobs in Park Royal between 2007 and 2017.
- 3.1.3 The strategy is therefore centred around the need to support these growth areas, providing the transport improvements needed to make them both attractive and accessible, and to support key social infrastructure such as new schools and health facilities.
- 3.1.4 This strategy provides a longer look ahead than within the current LIP, and provides input to the next LIP for 2014-17. The strategy will provide:
- ✓ A series of policies providing strategic direction on key transport challenges for Brent;
 - ✓ A clear indication of borough priorities and a defined list of movement corridors, growth areas and local centres that will form the basis of our investment planning.
- 3.1.5 The strategy is supported by detailed analysis of policy, socio-demographics and travel patterns. This analysis has been used to provide an overview of key movement corridors within Brent. Supporting analyses are contained in an accompanying *Transport Strategy Technical Report*.
- 3.1.6 The transport strategy supports a range of policies, including the National Planning Policy Framework; the London Plan and Mayor's Transport Strategy and, at a local level, Brent's Borough Plan and Health and Wellbeing strategies. The objectives of the transport strategy are therefore aligned with our growth aspirations, as well as Brent's corporate objectives.

3.2 Summary of Proposals

- 3.2.1 Through analysis of transport data within Brent, the following corridors have been identified as being key to the effective movement of people and goods:
- Corridor 1 – A5 Edgware – Central London
 - Corridor 2 – Harrow Road / Bakerloo (Harrow to Central London)
 - Corridor 3 – Metropolitan Corridor (Wembley – Willesden – central London)
 - Corridor 4 – Brent Cross – Wembley – Ealing

- Corridor 5 – Brent Cross – Park Royal (Old Oak Common)
- Corridor 6 – Colindale – Harrow (via Kingsbury and Kenton)

3.2.2 These corridors are illustrated in **Appendix A**. By investing in route improvements and encouraging increased public transport capacity and efficiency on these routes, links to Brent's growth areas will be improved and people travelling through and within the Borough will be better served by our transport systems.

3.2.3 In addition to the identification of key movement corridors, the strategy has been brought together in a series of clearly defined objectives and policy directions that support those objectives. These are shown in draft in **Appendix B**. The objectives define the overarching transport strategy, which in summary is:

- ✓ To improve international, national and regional links to Brent by supporting better connections to airports, lobbying for new rail connections and station improvements and seeking the best outcomes for Brent from developments such as HS1/ HS2 and the Old Oak Common station;
- ✓ To support Brent's Growth Areas by investing in enhanced public realm, improved local transport facilities and better transport connections both within and external to Brent;
- ✓ To improve the North Circular Road Regeneration Area, which is a major barrier to movement within Brent as well as creating its own environmental and socio-economic challenges;
- ✓ To improve Brent's town centres by investing in enhanced public realm, better facilities for vulnerable road users, reduced congestion and more efficient and convenient loading and parking;
- ✓ To invest in creating sustainable, attractive and safe neighbourhoods by investing in collision reduction measures, traffic calming, reduced speed limits and sustainable transport modes;
- ✓ To support employment locations by maximizing their accessibility, ensuring that freight transport routes are planned and efficient and that transport links by bus and rail are convenient and reliable; and
- ✓ To ensure that safe and convenient cycle routes are provided across the Borough with investment in dedicated cycle routes, cycle training and education and convenient parking facilities at key destinations.
- ✓ To improve air quality and contribute towards national and international climate change targets through the provision of car clubs, electric vehicle charging points, congestion reduction measures, and supporting cycling and public transport.

3.3 How will the Strategy be used?

3.3.1 The Long Term Transport Strategy will be used to drive the direction of the annual spending submission beyond the next delivery plan period, when there may be further allocations of funding made on a modal basis (e.g. via the Mayor's Cycling Vision). The Transport Strategy will therefore become a key part of the prioritisation process for annual Local Implementation Plan bidding.

- 3.3.2 The Long Term Transport Strategy will also be used to target S106 / CIL funding. This funding will be prioritised along the six movement corridors. This will allow us to align future CIL and historic S106 monies to the Transport Strategy.
- 3.3.3 The borough's Parking Strategy is currently set out as a Parking Enforcement Plan in Chapter 7 of the 2006-2011 LIP and this will be reviewed and updated as a daughter document to the Long Term Transport Strategy.

3.4 Consultation and Finalising the Strategy

- 3.4.1 A workshop was held with Executive members on 27th February 14 to present the draft Long Term Transport Strategy objectives and describe the detail of supporting policy statements. Members discussed a number of issues, including:
- The need to stress the importance of transportation in achieving health benefits through improved air quality, particularly on and around the A406 North Circular;
 - Ensuring that transport objectives relating to Town Centres within Brent are prioritised and focussed to gain the best value for residents and businesses;
 - Noting that cycling investment relies on TfL funding, therefore Brent can only support or lobby for cycle network improvements;
 - That an objective or policy elements that state a desire to reduce traffic congestion should be included; and
 - That consideration should be given to including an objective for how Brent's waterways could be considered within a long term transport strategy.
- 3.4.2 Subject to consideration of the above it was agreed that consultation should take place during 2014. A detailed consultation plan and timeframes will be developed and agreed prior to the public consultation commencing, but in broad terms the process will include:
- Issue of the draft strategy to all Council members with a requests for written feedback;
 - Publication of the draft strategy with on-line feedback forms on Brent's website;
 - Presentations at all Brent Connects forums and other appropriate public meetings including major resident association meetings;
 - Contacts with business groups and associations to arrange meetings / presentations and seek feedback; and
 - An open invite event for residents and Councillors to discuss the draft strategy.
- 3.4.3 Following public consultation all comments will be considered and the Long Term Transport Strategy will be updated to reflect agreed changes. A final draft will then be reported to the Highways Committee and Executive for approval and adoption.

4 Financial Implications

4.1 There are no financial implications arising from this report

5 Legal Implications

5.1 There are no legal implications arising from this report

6 Diversity Implications

6.1 An Equalities Analysis has been prepared to assess the implications of the draft Long Term Transport Strategy in terms of its impact on the protected characteristics. The outcomes indicate that the Strategy will not have an adverse impact on any of the protected characteristics. This assessment will be reviewed and finalised following public consultation.

Background Papers

Draft Brent Long Term Transport Strategy V10

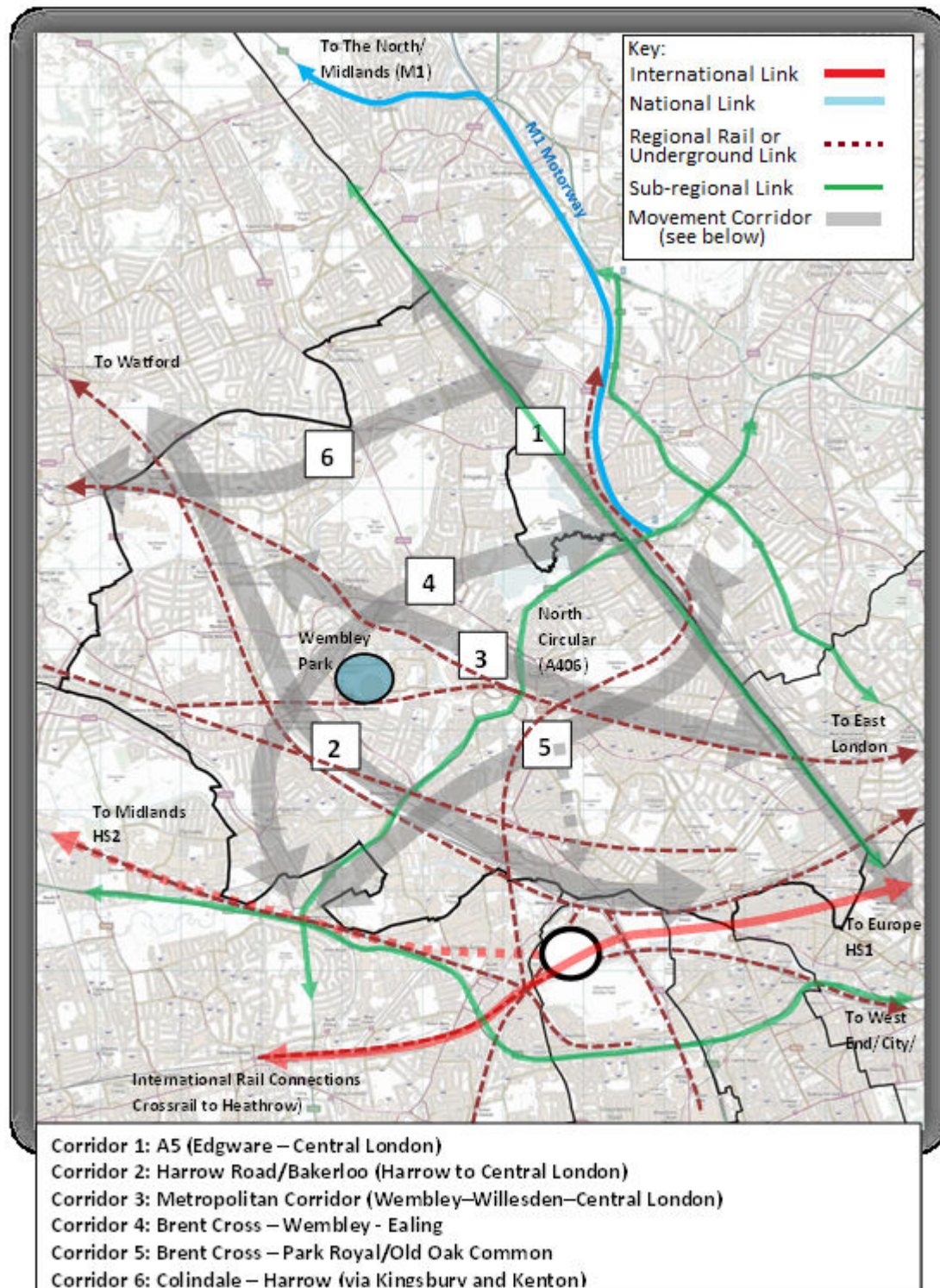
Contact Officers

Paul Chandler, Head of Transportation

Chris Durban, Principal Transport Planner

Appendix A – Proposed Movement Corridors

By investing in route improvements and encouraging increased public transport capacity and efficiency on the routes shown below, links to Brent's growth areas will be improved; links to employment opportunities will be enhanced and; people travelling through and within the Borough will be better served by our transport systems.



Appendix B – Proposed Policy Statements

| Objective 1 – Improve International Links to Brent | | | |
|--|-------------|---|--|
| | Policy | Justification | Initial Action Plan |
| Page 19 | T1.1 | Support improved Access to Heathrow Airport | Heathrow is UK's main hub airport, with 40% of its travellers flying for business. The airport accounts for 56% of the UK's air freight. Direct impact of the airport (70,000 jobs in the airport vicinity) is complemented by secondary impact with travel and hotels generating a further 60,000 jobs, and tertiary impact attracting international business to West London. |
| | T1.2 | Maintain support for Heathrow as predominant air hub for London | Earlier assessment of additional capacity at Heathrow suggest that noise and air quality are unlikely to be a significant issue for Brent, and that air quality has not significantly worsened since opening of T5. |
| | T1.3 | Support improved access to other international airports including Luton and Stansted | Reduction in airport capacity at Heathrow could deter additional international business activity within West London and Brent . Business interests support expansion at Heathrow, and are more likely to invest locally if this is provided. Additional passenger choice is offered through other international airports such as Luton and Stansted |
| | T1.4 | Support improved international rail links from Brent to Europe via a dedicated HS1 – HS2 link | Brent is well placed to benefit from improved connectivity to Europe as a result of the new HS2 international station at Old Oak Common HS2 current proposals include a link between HS2 and HS1 via a tunnel through the Primrose Hill area and then onto the North London Line. This link should be provided without undermining existing or future passenger and freight services on the North London Line. |
| | | | Express Borough support for retaining Heathrow's role as the UK's hub airport and provide support for proposals to enhance connections between Brent and Heathrow. Formal Borough support for HS1-HS2 link. |

| Objective 2 – Improve National and Regional Links to Brent | | | |
|--|--|--|--|
| | Policy | Justification | Initial Action Plan |
| T2.1 | Support improved access to key national destinations outside of London for employment and other journey purposes | The use of Old Oak Common as a key strategic interchange will provide Brent residents with improved access and reduced travel times to many key cities in the UK | Develop freight strategy and prepare action plan for Borough |
| T2.2 | Support orbital bus links from Golders Green and Finchley Road across to Wembley and elsewhere in Brent | Enhancements to rail services and infrastructure will encourage greater use of Clapham Junction – Wembley link, maximising benefits of regeneration at Old Oak Common. Public transport access to coach stations is poor and in need of improvement | |
| T2.3 | Support improved freight access to key national destinations outside London | The North Circular Road is important for moving HGV traffic through and within Brent, particularly in providing access to M1 and A40 and makes Brent an attractive location for businesses relying on the national road network. | |
| T2.4 | Support rail-based freight and restrict road based through-freight movement to the North Circular or specified radials | Shifting freight onto rail and restricting its movement onto the Strategic Road Network will help remove through freight movement from Brent's town centres. | |
| T2.5 | Provide good access to freight distribution centres in Brent | Ensuring that Neasden / Park Royal all have good connections onto the North Circular Road or SRN will assist with effective movement of freight. | |

| Objective 3 – Improve sub-regional links to Brent | | | |
|---|---|---|--|
| | Policy | Justification | Initial Action Plan |
| T3.1 | Support enhanced connectivity to Old Oak Common to benefit Brent residents and businesses | <p>Limited public transport connections between Old Oak Common and Brent</p> <ul style="list-style-type: none"> ➤ Harlesden is the nearest local centre and Willesden Junction is the nearest existing railway station, both currently have very limited access to the proposed HS2 Interchange at Old Oak Common. ➤ The local road network including Tubbs Road and Harlesden Town could come under significant pressure from traffic looking to access the station and surrounding area | <p>Lobby central government and work with neighbouring authorities and regional partners to achieve the following outcomes:</p> <ul style="list-style-type: none"> • Development is well connected with high levels of permeability and strong connections to Brent; |
| T3.2 | Support link between Crossrail and West Coast mainline | <p>Limited public transport connections between Wembley and Heathrow</p> <p>A link between Crossrail and West Coast Mainline could result in a Crossrail station in Brent at Wembley Central, providing much improved connectivity for this part of the Borough to central London, Heathrow and other national destinations.</p> | <ul style="list-style-type: none"> • Promote overground links to support improved connectivity; • Promote and lobby for a West Coast Main Line - Crossrail link; • Promote a high quality pedestrian/cycle bridge from Willesden Junction into the development area; • Ensure good highway links (particularly for bus access) without encouraging more through traffic; and • Ensure that tunnel infrastructure does not impact on Borough growth area plans |
| T3.3 | Support the use of Dudding Hill freight line for passenger services | <p>The opportunity could be taken in developing HS2 to use the Dudding Hill freight line to provide a passenger service to Brent Cross/Cricklewood. This could offer an interchange with the Metropolitan / Jubilee lines at Neasden.</p> | |

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| <p>T3.4</p> <p>Support improved orbital connections to improve access to opportunity areas, new developments, employment, retail, education and leisure opportunities</p> | <p>A number of large developments, opportunity areas or other key destinations are near Borough boundaries which would be best accessed via orbital movements:</p> <ul style="list-style-type: none"> • Brent Cross • Colindale/Burnt Oak • Old Oak Common • White City <p>A number of important employment locations for Brent residents are near Borough boundaries which would be best accessed via orbital movements:</p> <ul style="list-style-type: none"> • Brent Cross • Ealing • Park Royal (including Old Oak Common in the future) • Heathrow | <p>Provide, lobby or support improvements to key orbital corridors of movement such as Brent Cross – Wembley-Ealing, and Brent Cross-Park Royal/Old Oak Common. Support improvements to improved bus services, rail services, cycle routes and use of the Dudding Hill railway line for passenger services (complements T3.1). Lobby for highway improvements to the North Circular to benefit all road users. Deliver transport improvements outlined in the Wembley Area Action Plan to improve orbital movements.</p> |
| <p>T3.5</p> <p>Support improved connectivity to major employment areas including those in neighbouring Boroughs</p> | <p>Brent is well served by radial routes into Central London by both public transport and highway.</p> <p>There are limited public transport opportunities for orbital movements and with the exception of the North Circular, limited highway orbital routes. This leads to high levels of congestion on orbital routes.</p> <p>Limited public transport connections between Wembley and Heathrow.</p> | <p>Support improvements to the Wembley – Ealing corridor which would facilitate access to Alperton (for Piccadilly line) and Ealing (for Heathrow Connect). In the longer term support for railway enhancement such as WCML-Crossrail link and new Overground station at Old Oak Common which would provide a single interchange between Wembley and Heathrow via Crossrail. Complements T3.1.</p> |

| Objective 4 – Support Growth Areas | | |
|--|---|---------------------|
| Policy | Justification | Initial Action Plan |
| T4.1 Facilitate development in Wembley by developing a permeable, accessible town centre | <p>Helps to deliver transport improvements through a corridor approach which provides tailored policies for Wembley Hill Road/South Way/Harrow Road and a slightly different balance between the different road users</p> <p>Supports a planned reduction in car mode share in Wembley through implementing measures within the Wembley Transport Strategy.</p> <p>Provides more sustainable travel options, which reduce traffic congestion and assist in reducing the car mode split from 37% to a target of 25%.</p> <p>Meet the objectives of the Wembley Area Action Plan which are to:</p> <ul style="list-style-type: none"> • Create a more attractive town centre • Create a safer environment by reducing the impact of traffic • Provide more effective access and egress to/from Wembley Stadium on event days | |
| T4.2 Facilitate growth and development through transport interventions in Brent's other growth areas | <p>To enable the delivery of new housing in the Borough, development needs to come forward within all growth areas. Each growth area has different challenges and opportunities and a clear transport strategy needs to be developed for Alperton, Burnt Oak, Church End and South Kilburn</p> <p>To enable successful development they need to have access to local jobs and services as well as being attractive locations and have a sense of 'place', the principles of the Brent Placemaking Guide should be adhered to.</p> <p>New development needs to minimise the impact on congestion on the local road network while promoting sustainable modes of transport New development needs to be viable but also contribute to transport improvements through s106 agreements and CIL</p> | |

| Objective 5 – Improve the North Circular Road regeneration area | | | |
|---|---|--|---|
| | Policy | Justification | Initial Action Plan |
| T5.1 | Improve key junctions to reduce congestion and smooth traffic flow on Brent's road network | To maximise the potential of this regeneration area by enhancing the urban environment and reducing the impact of the north Circular on pedestrian and cycle movement. Smoothing traffic flow will also help improve air quality Opportunities exist to provide improved accessibility and movement in areas where housing may be removed and relocated. Need to address severance created by NCR by delivering safe, convenient and high-quality crossing places. Improving the environment and reducing congestion will contribute to a reduction in the impact of poor air quality and high levels of air pollution from traffic. | Work with TfL and GLA to develop plans for NCR bridges, particularly Green Bridge at Neasden. |
| T5.2 | Reduce the negative impacts of severance across the North Circular by promoting bridge links at strategic locations | | |
| T5.3 | Create cycle paths and environmental buffers / open space within the area | | |
| T5.4 | Implement measures which improve air quality and reduce the negative impacts of pollution | | |

| Objective 6 – Improve Brent’s Town Centres | | | |
|--|--|---|--|
| | Policy | Justification | Initial Action Plan |
| T6.1 | Provide attractive, safe and secure cycle and walking routes into our town centres | To help make our town centres more attractive, viable and efficient and hence ensure that they are able to compete with other town centres just outside the borough. | Assess LIP scheme proposals against policies and objectives. |
| T6.2 | Provide cycle parking at key town centre destinations | | |
| T6.3 | Improve public realm within our town centres | To encourage cycling and walking within our town centres and discourage inappropriate speeds and driver behaviour. | |
| T6.4 | Reduce street clutter and guardrailing in town centres | | |
| T6.5 | Implement collision reduction schemes with reduced speed limits where appropriate | To encourage the development of Roads Taskforce typologies (High Street and High Road typologies) to make High Streets places that people want to spend time | |
| T6.6 | Implement measures to improve air quality and reduce the negative impacts of pollution | | |
| T6.7 | Undertake moving and stationary traffic enforcement | To create places for people and develop health benefits, safety benefits and increased retail benefits, and meeting the objectives of the GLA town centre SPD. To assist with managing deliveries to retail, encouraging these out of hours | |
| T6.8 | Provide, manage and enforce parking and; facilitate loading activity to allow deliveries to businesses | | |
| T6.9 | Implement appropriate parking charges to facilitate a high turnover of spaces for customers. | To contribute to air quality targets and climate change objectives by reducing congestion and maintaining the free flow of traffic, which reduces emissions and pollution | |

| Objective 7 – Create sustainable, attractive and safe neighbourhoods | | | |
|--|--|--|---------------------|
| | Policy | Justification | Initial Action Plan |
| T7.1 | Improve road safety within our local neighbourhoods by addressing locations with a poor collision history and providing safer routes for vulnerable users. | | |
| T7.2 | Reduce speed limits in our local neighbourhoods to reduce numbers and severities of casualties | To help ensure that our neighbourhoods are sustainable, attractive and safe. | |
| T7.3 | Promote cycling and walking as the default mode for short journeys | | |
| T7.4 | Reduce through traffic and encourage HGVs to use appropriate routes. | | |
| T7.5 | Ensure that residents are within 400m of a bus stop | To help ensure that the negative impacts of car traffic within our local neighbourhoods is reduced. Sustainable transport assists to reduce congestion and create attractive and sustainable neighbourhoods. | |
| T7.6 | Seek opportunities to increase permeability of streets with contraflow cycle routes and promote filtered permeability where appropriate | | |
| T7.7 | Explore opportunities for area-wide reductions in speed limits to deliver road safety and sustainable transport benefits | | |
| T7.8 | Seek opportunities to expand the provision of car clubs and electric vehicle infrastructure | To improve air quality by maintaining the free flow of traffic, which reduces emissions and pollution | |
| T7.9 | Improve the urban realm and create new crossing places and an attractive urban environment | | |

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| T7.10 | To undertake moving and stationary traffic enforcement to keep traffic flowing | |
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| Objective 8 – Support employment locations | | | |
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| | Policy | Justification | Initial Action Plan |
| T8.1 | Encourage journeys to work are made by public transport where possible | To help ensure that the use of public transport, walking and cycling for work journeys is maximised To help ensure that accessibility to the public transport network for work journeys is as good as possible. To help ensure that bus routes to work destinations are as comprehensive as possible | |
| T8.2 | Work with TfL to improve orbital bus links to employment destinations | | |
| T8.3 | Ensure that employment centres are within 400m of a bus stop | | |
| T8.4 | Promote best practice for freight through the Freight Operators Recognition Scheme (FORS) | | |
| T8.5 | To promote parking management plans for business parks and employment locations | | |

| Objective 9 – Improve safety and personal security | | | |
|---|---|---|---------------------|
| | Policy | Justification | Initial Action Plan |
| T9.1 | Reduce crime and fear of crime on the street and public transport network | To help ensure that overall accident levels are reduced, and the severity of those accidents is reduced | |

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| T9.2 | Manage road speeds through traffic management and enforcement | To help ensure that levels of accidents caused by excess speed of vehicles is reduced | |
| T9.3 | Upgrade and maintain highway assets in a good state of repair | To help ensure that levels of accidents caused by roads in a poor state of repair is reduced | |
| T9.4 | To deploy tools such as CCTV as appropriate | To ensure that where appropriate, segregation of particular road users is implemented in a way which improves the accident record. To improve the sense of personal security felt by Brent residents | |
| T9.5 | To deliver and maintain adequate street lighting to increase sense of security | | |

| Objective 10 – Support better bus services | | | |
|---|---|--|----------------------------|
| | Policy | Justification | Initial Action Plan |
| T10.1 | Work with TfL to improve the frequency and routing of bus services | To ensure that public transport mode share is increased. | |
| T10.2 | Support service enhancements with infrastructure improvements where appropriate | To ensure that negative impacts of car traffic are reduced. To ensure that appropriate bus infrastructure improvements are secured to support new developments. | |
| T10.3 | Support improved stop infrastructure to minimise delay and improve passenger comfort and information provision. | To deliver high-quality infrastructure for passengers to increase the comfort and convenience of their end to end journey experience. | |

| Objective 11 – Improve Brent's Cycle Links | | | |
|--|--|--|---------------------|
| | Policy | Justification | Initial Action Plan |
| T11.1 | That new cycle routes be developed to address severance and provide good access throughout the Borough | To help improve the cycling mode share in Brent from 1.5% to 5% | |
| T11.2 | That new cycle routes be supported by education, information and awareness building initiatives | To ensure that opportunities for obtaining funding for cycle schemes are maximised | |
| T11.3 | Support Superhighways/Quietways and linkages into the central London Grid / Crossrail for Bikes | | |
| T11.4 | Expand Barclays Cycle Hire into south of the Borough | | |
| T11.5 | To promote cross-borough cycle links | | |

| Objective 12 – Improve air quality and contribute towards climate change targets | | | |
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| | Policy | Justification | Initial Action Plan |
| T12.1 | Encourage provision and use of car clubs within the borough | To improve air quality within the borough and reduce the negative health impacts of pollution. | <p>Prioritise actions plans through LIP programme</p> <p>Develop and maintain a flood risk management plan for the Borough</p> |
| T12.2 | Provide electric vehicle charging points | <p>To contribute towards national and international climate change targets by reducing carbon emissions.</p> <p>To manage the impacts of climate change by mitigating the damaging effects.</p> | |
| T12.3 | Develop and promote congestion reduction measures | | |
| T12.4 | Promote cycling and walking within the borough | | |
| T12.5 | Encourage use of public transport within the borough | | |
| T12.6 | Manage flood events and deliver remedial works as appropriate | | |
| T12.7 | Promote sustainable drainage systems for new developments and residential driveways. | | |

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Draft Long Term Transport Strategy

February (?) 2014

Foreword

To be agreed with Executive Members following member workshops and completion of officer and Councilor consultation processes

We have pleasure in introducing you to Brent's Long Term Transport Strategy. This document sets out our vision and the associated policies that Brent will adopt to improve the way people and goods move around this Borough, and the way in which our regeneration and growth areas will be supported and enhanced through transportation improvements.

Brent is undergoing unprecedented transformational change and will be playing a key role in accommodating its share of the London-wide population increase from over 9 million in 2020 to 10.5 million by 2040. Ease of mobility and accessibility to and from Brent will form a major part of facilitating this population growth.

Our strategy takes account of the 22,000 additional homes that are to be delivered in the Borough, along with our estimated population growth of between 25,000 and 28,000 people and the 11,000 new jobs that will be delivered at Wembley and 14,000 jobs anticipated in Park Royal.

The Core Strategy provides the starting point for the transport strategy, identifying where our growth areas are located and illustrating the quantum of growth and the key areas of change over coming years and decades. The strategy guides investment to support growth in these areas.

It also considers strategic national and international connections. The proposed delivery of a new international transport interchange at Old Oak Common is an unprecedented opportunity to connect Brent to what could be the largest and best connected transport facility in Europe. The job opportunities and regenerative potential of this site are considerable. Within our long term strategy we've set out our position in terms of what Brent would like to achieve for residents by maximising the connectivity of future rail services to Old Oak Common and ensuring that it connects effectively to Brent's communities. This is one example of how this strategy will guide investment in transport infrastructure.

The strategy has been developed through analysis of transport and socio-economic data, and with input from transport professionals, town planners and regeneration officers. It has also been developed through joint working with Transport for London, the West London transport alliance and our neighbouring boroughs. The strategy therefore considers the particular needs and aspirations of Brent in the context of wider regional and national transport plans.

We are delighted to endorse this transport strategy and look forward to the exciting opportunities that the future holds for the residents of Brent.

Councillor Jim Moher
Lead Member for Highways & Transportation

Councillor George Crane
Lead Member for Regeneration and Major Projects

Executive Summary

Introduction

The Brent Long Term Transport Strategy sets out the strategic direction and priorities for transport systems in Brent over the next 20 years. It is an integrated land use and transport strategy that builds on the Local Implementation Plan (LIP) for transport.

This strategy takes a longer look ahead than the current Local Implementation Plan and will assist in developing the next LIP for 2014-17. The outcomes of this strategy will be to provide:

- ✓ Clearly defined policies providing strategic direction on key transport challenges;
- ✓ A spatial framework which can form the basis of engagement with the business community and other stakeholders;
- ✓ Concentration on integrated measures on strategic corridors to reflect the balance between travel modes; and
- ✓ A framework to develop realistic cost estimates and timeframes for transport infrastructure investment in Brent.

The strategy has been developed following detailed analysis of policy guidance, socio-demographics and travel patterns. Supporting analyses are contained in two accompanying reports:

1. *Transport Strategy Technical Report* and
2. *Corridor Definition and Strategic Directions* report.

The need for a transport strategy for Brent is driven by the regeneration and growth agenda within the borough. Brent's Core Strategy outlines a commitment to delivering:

- 22,000 new homes across the borough between 2007 and 2026;
- 10,000 new jobs in Wembley; and
- 4,400 new jobs in Park Royal between 2007 and 2017.

The transport strategy supports a range of policies, including the National Planning Policy Framework; the London Plan and Mayor's Transport Strategy and, at a local level, Brent's Core and Health and Wellbeing strategies.

The objectives of the transport strategy are therefore aligned with our growth aspirations, as well as Brent's corporate objectives, which include:

- 1) Building a strong community
- 2) Improving lives for children and families
- 3) Improving health and wellbeing
- 4) Making Brent safer, cleaner and greener
- 5) Promoting jobs, growth and fair pay
- 6) Developing better ways of working

It also supports Brent's Health and Wellbeing Strategy in terms of improving air quality and contributing to healthier lifestyles. The Health and Wellbeing Strategy has four key objectives:

- 1) Giving every child the best start in life
- 2) Helping vulnerable families
- 3) Empowering communities to take better care of themselves
- 4) Improving mental wellbeing

The strategy is centred on the need to support Brent's growth areas, providing the transport improvements needed to make those growth areas both attractive and accessible. Opportunities offered by the station interchange at Old Oak Common will be a key component in creating travel and job opportunities for Brent residents and the strategy supports strong links to Old Oak Common by all modes.

Good transport systems are a vital component in facilitating growth and supporting our communities. They will help to support key social infrastructure such as new schools and health facilities, and will also support mixed use and mixed tenure housing in contributing to meeting Brent's housing target.

A series of "movement corridors" have been identified that are critical to the efficient movement of people and goods within, and passing through, the Borough. These corridors define broad directions of movement to reflect existing desire lines and support new growth area links. They do not describe specific roads, but do by their nature tend to follow the general alignment of parallel highway and rail corridors. We have identified two categories of corridor that fulfil slightly different functions:













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| 1. Radial Corridors | These enhance key access routes from central London to Brent and beyond to north-west London. |
| 2. Orbital Corridors | These provide connectivity into the radial corridors at key hub interchange points and Growth Areas. |

Through analysis of multi-modal transport data within Brent, the following corridors have been identified as being key to the effective movement of people and goods:

- Corridor 1 - A5 Edgware – Central London
- Corridor 2 - Harrow Road / Bakerloo (Harrow to Central London)
- Corridor 3 - Metropolitan Corridor (Wembley – Willesden – central London)
- Corridor 4 – Brent Cross – Wembley – Ealing
- Corridor 5 – Brent Cross – Park Royal (Old Oak Common)
- Corridor 6 – Colindale – Harrow (via Kingsbury and Kenton)

By investing in route improvements and encouraging increased public transport capacity and efficiency on these routes, links to Brent's growth areas will be improved and people travelling through and within the Borough will be better served by our transport systems.

The strategy has been brought together in to a series of clearly defined objectives and policy directions that support those objectives. These objectives are listed below:

-  Objective 1 - Improve international links to Brent
-  Objective 2 - Improve national and regional links to Brent
-  Objective 3 – Improve sub-regional Links to Brent
-  Objective 4 – Support Brent's Growth Areas
-  Objective 5 – Improve the North Circular Road Regeneration Area
-  Objective 6 – Improve Brent's town centres
-  Objective 7 - Create sustainable, attractive and safe neighbourhoods
-  Objective 8 - Support employment locations.
-  Objective 9 – Improve road safety and personal security
-  Objective 10 – Support improved frequency and connectivity by bus
-  Objective 11 – Ensure that high quality cycle links are provided across the Borough
-  Objective 12 – To improve air quality and contribute towards climate change targets

How will we use the Strategy?

Along with the Mayor's Transport Strategy, Brent's Transport Strategy will be used to drive the direction of our annual spending submissions beyond the next delivery plan period, when there may be further allocations of funding made on a modal basis (e.g. via the Mayor's Cycling Vision).

The Transport Strategy will become a key part of the prioritisation process for the Local Implementation Plan (LIP), guiding investment decisions and informing development of future LIP strategy updates. It will also provide a framework to identify where major project investment should be targeted, including S106 (developer contributions) and Community Infrastructure Levy (CIL) funding, so as to best support Brent's growth areas and enhance links to employment and wider travel opportunities.

Finally, the strategy will define the proposed national, regional and sub-regional transportation improvements that are important to Brent's growth and prosperity, identifying which proposals the Council supports and will lobby for.

Summary

Brent's Long Term Transport Strategy has been developed to inform and guide the way in which we will invest in improving the movement of people and goods throughout the Borough. It describes Brent's objectives and policies in relation to transport and travel and "sets the scene" by defining our transport priorities for the next 20 years. Our strategy will support regeneration and growth and support the core objective of improving access to employment. In summary our strategy is:

- To improve international, national and regional links to Brent by supporting better connections to airports, lobbying for new rail connections and station improvements and seeking the best outcomes for Brent from developments such as HS1/ HS2 and the Old Oak Common station;
- To support Brent's Growth Areas by investing in enhanced public realm, improved local transport facilities and better transport connections both within and external to Brent;
- To improve the North Circular Road Regeneration Area, which is a major barrier to movement within Brent as well as creating its own environmental and socio-economic challenges;
- To improve Brent's town centres by investing in enhanced public realm, better facilities for vulnerable road users, reduced congestion and more efficient and convenient loading and short stay parking;
- To invest in creating sustainable, attractive and safe neighbourhoods by investing in collision reduction measures, traffic calming, reduced speed limits and sustainable transport modes;
- To support employment locations by maximizing their accessibility, ensuring that freight transport routes are planned and efficient and that transport links by bus and rail are convenient and reliable;
- To ensure that safe and convenient cycle routes are provided across the Borough with investment in dedicated cycle routes, cycle training and education and convenient parking facilities at key destinations.
- ✓ To improve air quality and contribute towards climate change targets through the provision of car clubs, electric vehicle charging points, congestion reduction measures, and supporting cycling and public transport

By application of the strategy objectives, and with reference to a network of core movement corridors, this strategy will define the planning framework for transport within Brent. It will inform our decision making and prioritization of our investment planning.

1 Introduction

1.1 What is Brent's Long Term Transport Strategy?

1.1.1 The Brent Long Term Transport Strategy sets out future key directions for transport in Brent for the next 20 years to support land use planning and development decisions. It is an integrated land use and transport strategy, which builds on the Local Implementation Plan (LIP) for transport. This strategy provides a longer look ahead than within the current LIP, and provides input to the next LIP for 2014-17. The outcomes of this strategy will be to provide:

- A series of policies providing strategic direction on key transport challenges;
- A spatial framework which can form the basis of engagement with the business community and other stakeholders;
- A set of integrated measures and interventions for a set of strategic corridors, which reflects the balance between travel modes; and
- An overall level of cost of transport infrastructure investment, which gives an indication of scale of transport investment for the Borough as a whole.

1.1.2 The strategy has been developed following detailed analysis of policy guidance, socio-demographics and travel patterns. Supporting analyses are contained in two accompanying reports:

- *Transport Strategy Technical Report* and
- *Corridor Definition and Strategic Directions* report.

1.1.3 The transport strategy supports a range of policies, including the National Planning Policy Framework; the London Plan and Mayor's Transport Strategy and, at a local level, Brent's Core and Health and Wellbeing strategies. Objectives of these strategies include:

- Building a strong community
- Improving lives for children and families
- Improving health and wellbeing
- Making Brent safer, cleaner and greener
- Promoting jobs, growth and fair pay
- Developing better ways of working

The Health and Wellbeing Strategy has four key objectives:

- Giving every child the best start in life
- Helping vulnerable families
- Empowering communities to take better care of themselves
- Improving mental wellbeing

Appendix B illustrates how the objectives of the transport strategy are aligned with these corporate objectives.

1.2 Why do we need a transport strategy?

1.2.1 The need for a transport strategy for Brent is driven by the regeneration and growth agenda within the borough. Brent's Core Strategy outlines a commitment to delivering:

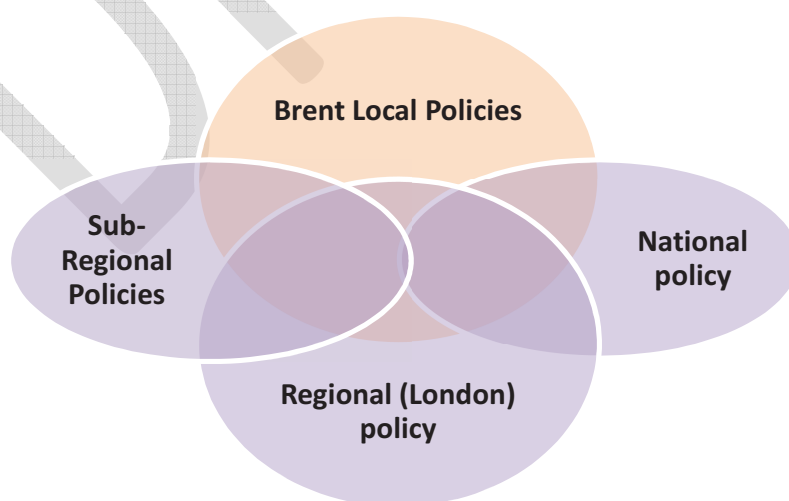
- 22,000 new homes across the borough between 2007 and 2026;
- 10,000 new jobs in Wembley; and
- 4,400 new jobs in Park Royal between 2007 and 2017.

Good transport systems are a vital component in facilitating the growth and regeneration of these areas.

1.2.2 There is a long lead in time for major transport improvements, and a long term transport strategy provides the opportunity to plan for those improvements. The transport strategy therefore recognises a number of factors that have an impact on the transport network, including:

- a) Economic Growth – additional jobs are likely to be attracted to Brent over the next decade, but the need to recruit skilled labour and develop employer training schemes will place additional demands on the future transport network.
- b) Social Infrastructure – Strategic transport links will need to support the provision of new schools, new or re-located health facilities and new leisure facilities in the Borough.
- c) Housing Needs – there is a need for larger family accommodation to address overcrowding and problems of homelessness. The strategic transport network will need to support mixed use, mixed tenure housing to move towards meeting Brent's housing targets.
- d) Environmental Quality – transport networks will help ensure sustainable development which meets the highest environmental standards.
- e) Development Partnerships – the council will work with the providers of all of the above to achieve the best spatial arrangement of infrastructure as the Borough grows. The transport strategy will inform this process.
- f) Current and Planned Transport Interventions – how Brent can take advantage of current and planned transport initiatives i.e. by TfL, Network Rail etc., and lobby for enhancements which will provide additional benefits for residents of Brent.

1.2.3 The Long Term Transport Strategy (LTTs) provides a framework within which to lobby for, and define stronger business cases for, transport improvements that are well integrated with our land use plans. At a policy level, the transport strategy is in accordance with the following hierarchy:



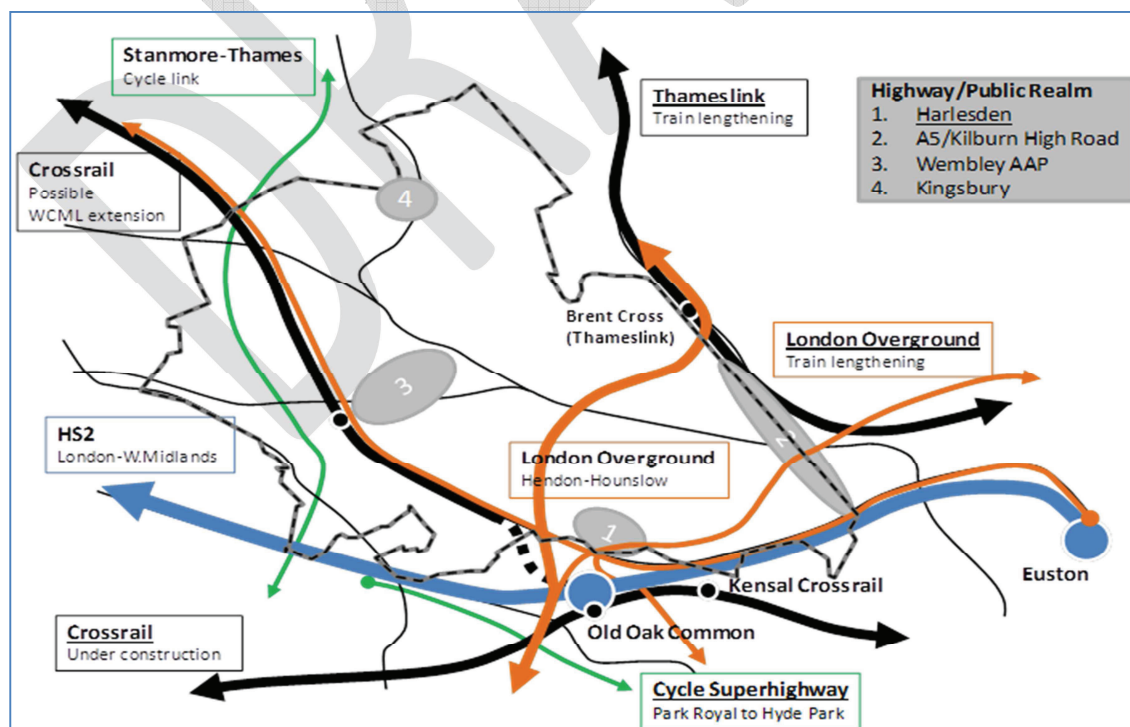
- National Planning Policy Framework and National transport guidance are issued by bodies such as DCLG and the DfT;
- The London Plan and Mayor's Transport Strategy sits alongside the Brent Transport Strategy and recognise a need for better integration of land use and transport planning
- Supporting the Mayor's Transport Strategy are a series of sub-regional transport plans developed by TfL. These examine how transport may meet the movement and access needs of key development corridors; and set out a series of sub-regional movement corridors to assist with this. Neighbouring boroughs are focussing growth in a number of locations which are adjacent to Brent's borders and, in some cases, adjoin Brent's Growth areas.
- The local planning policies and transport strategy for Brent take account of the policy hierarchy. There is a strong need for joint working with neighbouring boroughs given the number of cross-boundary and closely sited growth areas.

1.2.4 The strategy is also needed to define our key aims for national and regional development of transport systems. In summary, these are to improve international, national and regional links to Brent.

1.2.5 The diagram below illustrates where strategic improvements are planned, and funding packages are being developed. HS2 and particularly access to the proposed new station at Old Oak Common offers an opportunity for substantial transport improvements within Brent and a catalyst for regeneration and growth.

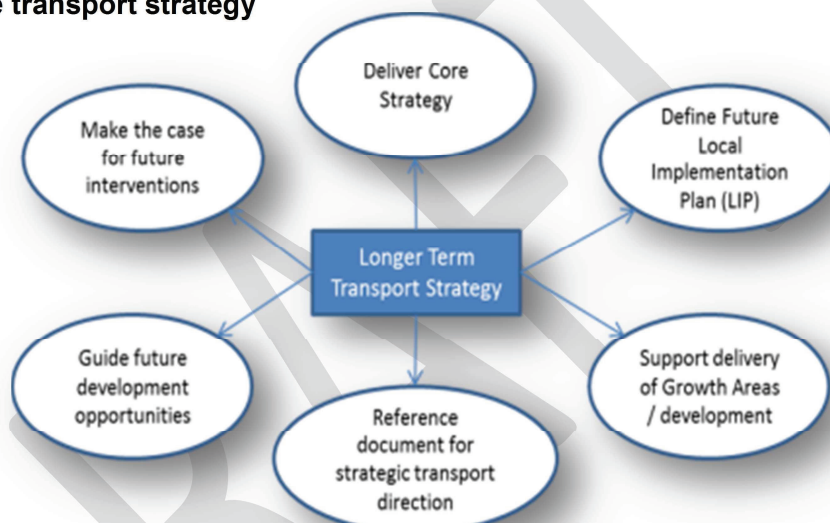
1.2.6 The GLA and TfL, with Brent Council's support and input, are promoting and investigating the best way to improve transport links to support regeneration and development around Old Oak Common (see Section 3 for details). The strategy describes what our priorities are and how we will support them.

Planned and potential transport interventions



- 1.2.7 There are close links between transport strategy initiatives and improving air quality. For example, one of the aims of the North Circular Regeneration Strategy is to improve air quality in this area. This will be achieved by reducing the impact of traffic in terms of its generation of pollutants, both by reducing overall traffic volumes and managing the speed of traffic.
- 1.2.8 This transport strategy therefore links to associated policy documents along with national, regional and sub-regional plans. It has been developed to both support and complement regional objectives. It also provides guidance and direction for Brent's Local Implementation Plan by supporting our short, medium and long term investment priorities. It will therefore fulfil a number of objectives, as shown below:

Aims of the transport strategy



1.3 How will we deliver Brent's Transport Strategy?

- 1.3.1 The transport strategy identifies a number of desired outcomes and the future transport interventions that Brent requires to achieve those outcomes. It provides an overview of the magnitude of transport investment required to deliver against our priorities and support development and regeneration in our Growth and Opportunity Areas.
- 1.3.2 It will guide the method by which we identify and allocate future funding. This could include:
- Transportation funding identified as part of Community Infrastructure Levy (CIL);
 - Section 106 developer funding for specific transport measures to mitigate development impacts;
 - Local implementation plan (TfL) funding for highway and traffic improvements;
 - Brent and/or TfL capital funding for highway asset improvements;
 - Emerging funding sources such as the Roads Taskforce highway funding through the GLA; or
 - Cycle infrastructure funding, such as the mayor's mini-Holland investment plan.

- 1.3.3 Along with the Mayor's Transport Strategy, Brent's Transport Strategy will be used to drive the direction of the annual spending submission beyond the next delivery plan period, when there may be further allocations of funding made on a modal basis (e.g. via the Mayor's Cycling Vision).
- 1.3.4 The Transport Strategy will also become a key part of the prioritisation process for Local Implementation Plan (LIP) schemes, and the Transport Vision will shape the future LIP programme. The strategy will therefore assist with prioritising requests for transport improvements, and help optimise the use of funds to ensure that they offer best value and meet Brent's strategic needs.

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2 Brent's Growth & Opportunity Areas

2.1 Overview

- 2.1.1 At the borough level, the Brent Core Strategy outlines the number of new houses to be delivered in the Borough. The Borough will plan for sustainable population growth of between 25,000 and 28,000 people by 2017, as shown below:

Table 2.1 – Planned Housing Growth in Brent

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

Source: Brent Core Strategy

- 2.1.2 The provision of at least 22,000 additional homes (including 1,030 re-occupied vacant homes) will be delivered between 2007 and 2026. In addition, 10,000 new jobs will be delivered at Wembley, and Brent will deliver a substantial proportion of the additional 14,000 jobs anticipated in Park Royal.
- 2.1.3 Within the sub-regional context, several significant transport infrastructure projects are proposed, which will provide an opportunity for a step change in movement which will support regeneration and development within the Borough.
- 2.1.4 The Core Strategy therefore provides the starting point for the transport strategy, illustrating the quantum of growth and the key areas of change over coming years and decades. The strategy guides investment to support growth in these areas.

2.2 Wembley Growth Area - Area Action Plan

- 2.2.1 Wembley is the largest Growth Area within Brent delivering 11,500 of the 22,000 new homes expected in the borough. Wembley also has the most developed planning policy
- 2.2.2 The Core Strategy identifies an anticipated growth of 5,000 new homes between 2007 and 2016, and a further 6,500 new homes between 2017 and 2026. This is the largest Growth Area in the borough, and a more bespoke transport strategy for the area is being developed to meet the needs of regeneration and economic growth. This fits within the approach and framework of the wider Brent Transport Strategy corridors.
- 2.2.3 The transport strategy for Wembley aims to give greater emphasis to car based traffic on the Great Central Way / South Way access into Wembley, and greater emphasis for non-car modes (buses/cyclists/pedestrians) along Forty Lane / Bridge Road / Wembley Hill Road whilst still retaining access for car traffic. This will be supported by provision of parking in locations which provides for the development needs, but does not encourage through traffic through the town centre. The strategy will also make provision for improved pedestrian connectivity between the development area and the existing town centre.

2.2.4 The work on the transport improvements in the Wembley Area Action Plan is being jointly developed with key stakeholders such as Quintain, the largest developer in Wembley and the FA/Wembley Stadium.

2.2.5 Figure 2.1 shows the key elements of the Wembley Transport Strategy.



Figure 2.1 Wembley Transport Strategy

2.3 Colindale / Burnt Oak Growth Area

2.3.1 The Core Strategy identifies 2,500 additional homes to be built by 2026. This Growth Area is part of a much larger growth area, of which the majority is within Barnet. Therefore Brent officers have commissioned architects to develop a public realm and placemaking plan which will contain transport elements. The transport elements will consist of improved connectivity and junction improvements as well as developing a framework for this area which can be used to assess transport aspects of planning applications.

2.3.2 Much as with the Wembley strategy, a framework will be developed which will cover all modes, within which parking and local access issues will sit. The approach will develop east-west connectivity into the A5, including improved bus connections to underground stations at Edgware, Burnt Oak and Colindale, and improved bus / cycle links to these stations.

2.4 Alperton Growth Area

2.4.1 An anticipated additional 1,600 homes will be built in the Alperton Growth Area. A series of transport improvements are being developed for Alperton which builds on the assets of the area including a 1.6 km stretch of the Grand Union Canal, good public transport and the unique Ealing Road town centre.

- 2.4.2 One of these elements centres on the development of a public realm improvement at Alperton underground station, which will provide a gateway into Alperton from the south, improved bus stopping facilities, and improved public realm in the current space occupied by the station forecourt. This project is being worked on jointly with TfL.
- 2.4.3 Additional measures are being developed along Ealing Road including removal of road humps and street clutter, and provision of improved cycle facilities as part of the wider strategic corridor study recommendations.

2.5 South Kilburn Growth Area

- 2.5.1 The Core Strategy identifies 2,400 new homes within South Kilburn, which will experience substantial transformation. The council is facilitating a shift from the housing estates of the 1960s and 1970s to a compact district set around a traditional street pattern with a substantial increase in the proportion of owner occupied households.
- 2.5.2 The transport strategy is developing improvements to facilitate better access from South Kilburn into the transport network. This will include facilitation of movements into central London, sub-regional centres and local centres. For South Kilburn residents, this will include improving access to central London (West End), Kilburn, and other metropolitan centres which serve this area.

2.6 Church End

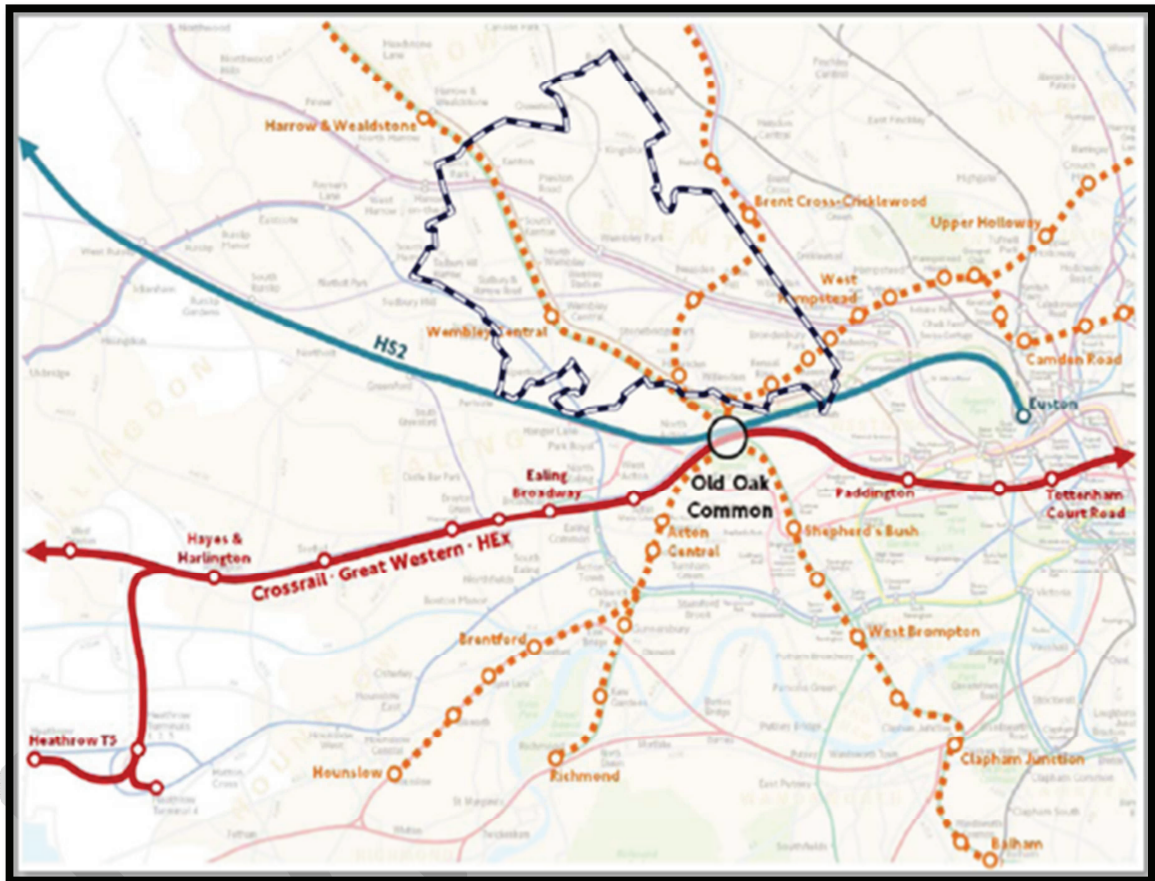
- 2.6.1 The smallest of Brent's growth areas, it is expected that 800 new homes will be delivered as part of the Core Strategy. Church End is to the south-east of Wembley, south of the North Circular Road, and is on Corridor 5 of the transport strategy between Brent Cross and Park Royal.
- 2.6.2 More consistent approaches to improving the road network are being considered by TfL as part of the Roads Taskforce. These might be applied to the North Circular in the future. To support the delivery of this Growth Area, improvements at Neasden interchange will improve access to Church End.
- 2.6.3 Improved access to public transport interchanges is a key priority, including making safer, more convenient connections to other local town centres. The proposed extension of the London Overground along the Dudding Hill freight line offers the opportunity for an interchange with Metropolitan / Jubilee lines at Neasden. Developing this link might also provide the opportunity longer term for a new station which could serve Church End.

2.7 HS2 and Old Oak Common Opportunity Area

- 2.7.1 Connectivity between Crossrail and HS2 at Old Oak Common provides a significant opportunity for development around the station interchange. There may also be an opportunity to provide a link between Crossrail and the West Coast Main Line, which would improve connectivity to and from Wembley. The Old Oak Common interchange will also provide better access to Heathrow via Crossrail.
- 2.7.2 Brent is participating in joint working with other boroughs to develop wider transport connectivity and regeneration proposals as part of the Park Royal Opportunity Area Planning Framework. This involves the four boroughs of Brent, Hammersmith & Fulham, Kensington & Chelsea, and Ealing.

- 2.7.3 TfL also have a pivotal role in sub-regional transport improvements, especially those on TfL roads (TLRN – Transport for London Road Network) and roads on which TfL have a strong interest (SRN – Strategic Road Network). TfL also lead on the development of future rail and underground schemes, such as looking at additional rail connectivity at Old Oak Common to maximise the benefits for London from an HS2 interchange station.

Figure 2.2 - Potential Connectivity Options at Old Oak Common (TfL, 2011)



- 2.7.4 Old Oak Common provides an unprecedented opportunity to deliver a transport interchange with high speed connections across London, the UK and Europe. Up to 88,000 new jobs could be created and the opportunities for linkages to Brent will significantly benefit Brent's residents, both in terms of job opportunities and travelling convenience.
- 2.7.5 It is proposed that the new development area be known as Park Royal City. The improved connectivity would include highway links, pedestrian/cycle access, bus service alterations, new overground lines such as between Hounslow and Hendon, and new rail stations. The Council is pushing for a variety of transport connectivity improvements.

- 2.7.6 The transport improvements aimed at maximising connectivity to and from Old Oak Common are important for delivering wider transport benefits for Brent, including improved access to Heathrow. The business cases for these projects require Heathrow to continue to be a major airport hub, and any measures that would diminish Heathrow's role would have a detrimental impact on these projects and the regeneration benefits that they bring.
- 2.7.7 The Old Oak Common Station and wider opportunity area, if fully realised in its potential for underground, overground and mainline connections, is a future opportunity that Brent recognises to be critical to the Borough and London as a whole.
- 2.7.8 The critical elements that would realise the full potential of this interchange include the HS2 High Speed rail line from London Euston to the West Midlands and beyond, which would include a new interchange station at Old Oak Common with interchange between HS2, Crossrail and the GWML.
- 2.7.9 The current scheme on its own would give limited benefit to Brent as links are limited to Willesden Junction or Harlesden. In addition, Crossrail will pass just to the south of the Borough, however there are no stations that would serve Brent. Strong connections to Willesden Junction are therefore critical, as are new overground and West Coast Mainline links.
- 2.7.10 TfL, GLA and the affected London Boroughs are working together on potential improvements to the scheme. Our long term strategy will strongly support all proposed linkages to Brent that provide enhanced or new walking, cycling, bus or rail connections. We support better linkages through:
- Integrating the HS2 interchange station with London Overground;
 - Adding an additional western branch to Crossrail from Old Oak Common to the West Coast Mainline, allowing trains from Milton Keynes and Hertfordshire to travel on Crossrail into Central London;
 - Improved walking and cycling links between Willesden Junction and Old Oak Common;
 - A new Overground service between Hendon and Hounslow which could include a number of stops in Brent; Cricklewood/Brent Cross Thameslink, Neasden, Church End, Harlesden; and
 - A developer funded station on Thameslink at Brent Cross, including a new East-West connection to the A5.
- 2.7.11 We also support measures to increase capacity and hence prevent crowding on London Overground and Thameslink routes, including train lengthening and additional services.

2.8 Summary

- 2.8.1 This chapter has discussed the key Growth Areas within Brent and the importance of transport to them. This has included the role of Old Oak Common as both a strategic transport interchange which provides a hub for new development.
- 2.8.2 Each Growth Area sits on one or more of Brent's key strategic corridors which are discussed in more detail in Chapter 4. These corridors will act as a focus for future investment and guide the prioritisation of schemes within the transport programme.

3 Other Brent Transport Priorities

3.1 Strategic Transport Improvements

- 3.1.1 In terms of Rail Links from the south-west, Brent supports and welcomes proposals for enhancements to capacity for Southern services between Milton Keynes and Croydon, which would reduce overcrowding between Clapham Junction and Shepherds Bush. This will encourage greater use of the Clapham Junction – Wembley Link via Willesden Junction, and will help to maximise the benefits offered by integration between HS2 and Crossrail and regeneration at Old Oak Common. Southern services are not planned to stop at Old Oak Common at present, but the Council is keen to see improved integration to ensure journey option choices are maximised.
- 3.1.2 In addition to the excellent rail opportunities that could be provided by Old Oak Common, Heathrow provides a crucial role as a hub airport meaning that flights to destinations which would not be viable carrying passengers from the UK alone become a commercial proposition once passengers from elsewhere in Europe and other origins are added to the passenger base. Airports which have tried to split hubs in the past have not found this to be a successful model.
- 3.1.3 The future for Heathrow within the current Airports Commission work on airport location within the south-east point towards fairly black and white choices – No Hub in the UK, an expanded Heathrow hub, or a New Hub. Brent would support an expanded Heathrow Hub as our preferred choice.
- 3.1.4 Provision for easy access into Brent for travellers arriving by coach is an important part of providing greater travel choice within an integrated transport strategy. Many long distance coach routes from the north of the UK terminate at Victoria, from which access to Brent destinations is slower than from Golders Green where some coaches stop on the way in. Orbital links are very important for improving access, and these can provide access to long distance coach links. The Council supports improved orbital public transport links from Golders Green and Finchley Road across to locations such as Wembley.
- 3.1.5 Brent is keen to work towards ensuring that freight and through traffic is removed from local roads and is encouraged to use strategic links such as the SRN or TLRN. For example, there are a number of objectives which encourage freight along the outermost part of the A5, but once traffic reaches the Brent Cross area, it is encouraged onto other routes (such as A41). This enables the southern section of the A5 to be used to create a more people friendly environment where through traffic is not a predominant feature.

3.2 North Circular Road Regeneration Area

- 3.2.1 The North Circular Road (NCR) is one of the main arteries in the borough. The route is of strategic importance and most of the traffic along it, including a high proportion of heavy goods vehicles, passes through the Borough rather than travelling to or from locations within it.
- 3.2.2 A direct consequence of the volume of traffic, which often leads to congestion at peak times, is the high level of air pollution on, or adjacent to the road and the level of noise. The road is also a major barrier to movement, particularly on foot. Junction improvements and new “green” bridges could provide better/safer facilities for pedestrians and cyclists.
- 3.2.3 In addition, consideration could be given to decking over sections of the north circular in cutting to provide at-grade connections for pedestrians and cyclists, possibly with urban parks developed on decked sections of the road.

Green Bridge and Green Corridor Vision for North Circular



















3.2.4 Brent has previously looked at the potential for a Green Bridge corridor on the North Circular and have developed a vision document for our plans that illustrates the proposals.

3.2.5 This bridge would provide linkages between some of our most deprived communities; it would deliver a very strong and attractive link for commuter and leisure cyclists; significantly enhance the connectivity and setting of the stunning Shri Swaminarayan Mandir Temple in Neasden and; create new housing and employment links for Brent residents. It is therefore has an exciting and innovatory vision for how a Green Bridge would fit within the context of our wider growth and regeneration objectives. Our strategy supports and encourages high-quality investment projects of this nature.

3.3 Brent's town centres

3.3.1 The Council works to enhance the character of its local centres, employment locations and residential areas. A number of different tools may be applied to manage the transport movements within local areas.

- 3.3.2 Town centres in the Borough are categorised in a hierarchy according to their functions and roles which take account of size, extent of catchment area, and the range of shops and facilities provided. Brent's town centres have been re-categorised and divided into four categories according to their characteristics, the designations set out in the London Plan 2008 and the local strategies of neighbouring boroughs for centres with shared boundaries.

| Major Town Centres | District Centres | Local Centres |
|--|--|--|
|  Wembley  Kilburn |  Burnt Oak  Harlesden  Cricklewood  Colindale  Willesden Green  Ealing Road  Wembley Park  Kingsbury  Preston Road  Neasden |  Kenton  Queen's Park  Kensal Rise  Sudbury |

- 3.3.3 Wembley has its own Area Action Plan (as described in Section 2). Kilburn is Brent's other major town centre. In response to concerns about safety for non-car users along the Kilburn High Road, Brent Council has been working with Camden Council on the development of a concept to reduce accidents along the High Road as well as improve the public realm and general environment for non car users. This is part of a more strategic approach for the A5 which involves management of through traffic on the North West section of the route to facilitate the creation of more of a high street place for people along the south eastern section.
- 3.3.4 The concept is being developed in a way to deliver improvements incrementally in accordance with funding availability. The current concept involves improving the public realm by removing street clutter such as reducing the number of signs and removing pedestrian guardrail where appropriate. The introduction of a 'central median strip' along parts of the High Road would help people cross and improve safety, and this is included within the current concept.
- 3.3.5 Within district and local centres, Brent's current TfL Major Scheme to improve the public realm and reduce congestion in Harlesden provides a significant opportunity to enhance the town centre environment for non-car travellers.
- 3.3.6 Parking enforcement and appropriate uses of parking charges will be used within town centres. These will be deployed in a way which maintains the viability of Brent's town centres.
- 3.3.7 The Park Royal Opportunity Area Planning Framework also provides scope through the regeneration to further improve links to Harlesden in association with accessibility improvements at Old Oak Common.
- 3.3.8 The strategy for all of our District and Local centres is to:
- Improve access to public transport interchanges, particularly rail and tube stations;
 - Improve pedestrian / cycle links;
 - Improve parking provision;
 - Reduce through traffic.

3.4 Sustainable, attractive and safe neighbourhoods

- 3.4.1 Brent's Placemaking Guide sets out a series of key principles for developing transport networks in residential centres. These form the core of our strategy for improving and enhancing our neighbourhoods.
- 3.4.2 Firstly, all residential streets should be attractive for walking and cycling, which will be encouraged as the primary mode for short distance trips in the Borough. This should include a more continuous network with better legibility.
- 3.4.3 Brent's residential areas should also be well served by public transport and opportunities should be sought to improve bus provision to ensure that all areas are within 400m of a bus service.
- 3.4.4 Consideration should be given to the role of 20mph zones (with physical traffic calming features) or 20 mph limits (without physical features) within residential areas in Brent to address areas where there is a clear record of casualties resulting from speeding traffic.
- 3.4.5 Use of reduced speed limits along with traffic calming measures has been progressed on a case by case basis to date, and Brent has experienced considerable success in reducing the number and severity of collisions that happen on the network. A blanket 20mph limit across the Borough does not form part of Brent's long term strategy until more evidence of the success of such measures in similar Boroughs has been established.
- 3.4.6 In addition to these key principles, our strategy for delivering attractive, sustainable and safe neighbourhoods will also involve:
 - 1) Discouraging the use of the car for short trips to shops, schools and other local facilities.
 - 2) Working with local communities/neighbourhood forums to design schemes that meet local needs.
 - 3) Promote the environmental and health benefits of walking and cycling.
 - 4) Reduce/remove severance caused by major roads, railways and other physical barriers through new pedestrian and cyclist facilities including highway crossing facilities and new bridges.
 - 5) Work with TfL to improve the quality and amount of information provision for public transport including the bus Countdown system.
 - 6) Promote the use of residential travel plans as a tool for encouraging the use of sustainable modes for journeys to and from residential developments.
 - 7) Ensure attractive local streets, including following our streetscape design manual, and promoting street de-cluttering etc.
 - 8) Promote the introduction of street trees.
 - 9) Ensure that parking is managed through appropriate use of Controlled Parking Zones, and other parking control measures;
 - 10) Ensure there is access for all to local services, employment and greenspace
 - 11) Parking restriction and parking enforcement will also play a role in ensuring sustainability of neighbourhoods

3.5 Employment locations

- 3.5.1 Employment locations within Brent should be developed with good public transport networks in mind. These should include better information, and encouraging employment to locate close to key public transport interchange sites. Specific principles which should be adopted when considering the development of transport networks within Brent's employment centres are:
- 1) Employment centres should be within 400m of a bus stop.
 - 2) Opportunities should be sought, where possible, to upgrade orbital bus links to serve employment destinations.
 - 3) Appropriate bus priority should be provided to ensure easy and punctual access for buses to employment centres.
 - 4) High quality pedestrian and cycle routes should be provided to Brent's key employment centres.
 - 5) Encourage the development of workplace travel plans through the S106 process.

3.6 Road Safety and Personal Security

- 3.6.1 Brent continues to take a proactive approach to reducing casualties by targeting and prioritising our investment plans at areas where there are known problems with road collisions.
- 3.6.2 One area which is focussed on for improving overall safety is cycle safety. This is tackled through a combination of engineering and education. On the engineering side, cycling is promoted through cycle friendly traffic calming schemes, improved cycle signage, review and removal of restrictions to cycle movements, increased supply of affordable cycles and further rollout of greenways.
- 3.6.3 Education is equally important – providing programmes of child and adult cycle training to encourage new cyclists, distributing information to new home buyers and new employees, assisting with facilities and encouraging GPs to prescribe cycle courses and create personalised cycle try out and community schemes.
- 3.6.4 Residents still express concern about crime levels. Through the Safer Neighbourhoods Teams, the Council is working with police to provide local people with more influence about how their neighbourhoods are policed. High visibility policing is central to its approach to stopping street crime and reducing the fear of it.

3.7 Bus Travel

- 3.7.1 Brent supports enhancements to bus services through improvements to frequency and connectivity opportunities. This means more frequent services where possible and improved routing of services where appropriate.
- 3.7.2 A Bus Strategy study for the Wembley area has been undertaken that recommends greater capacity, changes to routing patterns to centre on the Olympic Way corridor and enhanced access routes, priority measures and stop infrastructure.
- 3.7.3 Brent is committed to delivering this plan as the Wembley Park area is built-out.

- 3.7.4 Brent acknowledges that the public transport network is operated by Transport for London and understand our role to be that of “critical friend” and liaison partner in terms of local needs and issues.
- 3.7.5 Brent passes on proposals for improvements and accessibility enhancements and communicates customer concerns, but we do not have the final say in decisions relating to public transport operations.

3.8 Parking

- 3.8.1 The borough’s Parking Strategy is currently set out as a Parking Enforcement Plan in Chapter 7 of the 2006-2011 LIP and this will be reviewed and updated as a daughter document to the long term transport strategy

3.9 Cycling

- 3.9.1 The Council supports high quality cycle facilities across the borough. The main strategic direction of the improvements that we would look to make are around overcoming the severance caused by the North Circular, the Dudding Hill freight line, and the Metropolitan, Jubilee and Chiltern Lines. A number of routes are proposed to provide better access into Wembley and into Neasden. These include provision of a green bridge from Blackbird Hill across the North Circular into Neasden.

- 3.9.2 Brent has developed the Ways to Wembley cycle vision document in response to the Mayor’s mini-Hollands cycle bid request during 2013. The vision document maps out a comprehensive plan for a network of commuter cycle routes and quietways in conjunction with key structures that would be needed to reduce the severance created by the North Circular and rail lines.

- 3.9.3 Cycle mode share is currently low within the borough (around 1.5%). We would wish to increase the mode share of cycling to nearer to 5%. This is seen as achievable as cycling levels are currently very low and cycling has not had a focus recently. Where the Council focuses on particular areas, we have demonstrated that we can make a difference, for example on road safety, where we have focussed on this, we have made considerable improvements in the safety record.



- 3.9.4 We also wish to target groups which have hitherto demonstrated low levels of cycling, for example Asian groups. The promotion of physical measures would be supported where necessary by education, information and awareness building initiatives. These include projects such as Bike It, Biking Borough and cycle hire initiatives such as similar to the Mud Dock in Bristol which rolls cycle hire, cycle repairs and showering and changing facilities for cyclists into a single facility.
- 3.9.5 The routes proposed include the Bakerloo Cycle Superhighway which follows the Harrow Road, the Metropolitan/Jubilee cycle superhighway which follows these railway lines, but with a gap round the Wembley area. The exact routing in this area is still to be determined since there are no available alignments parallel to the rail lines within this area.
- 3.9.6 Brent will work actively to seek investment in cycle infrastructure through TfL and will continue to support investment in structures that will improve access across major roads and rail lines.

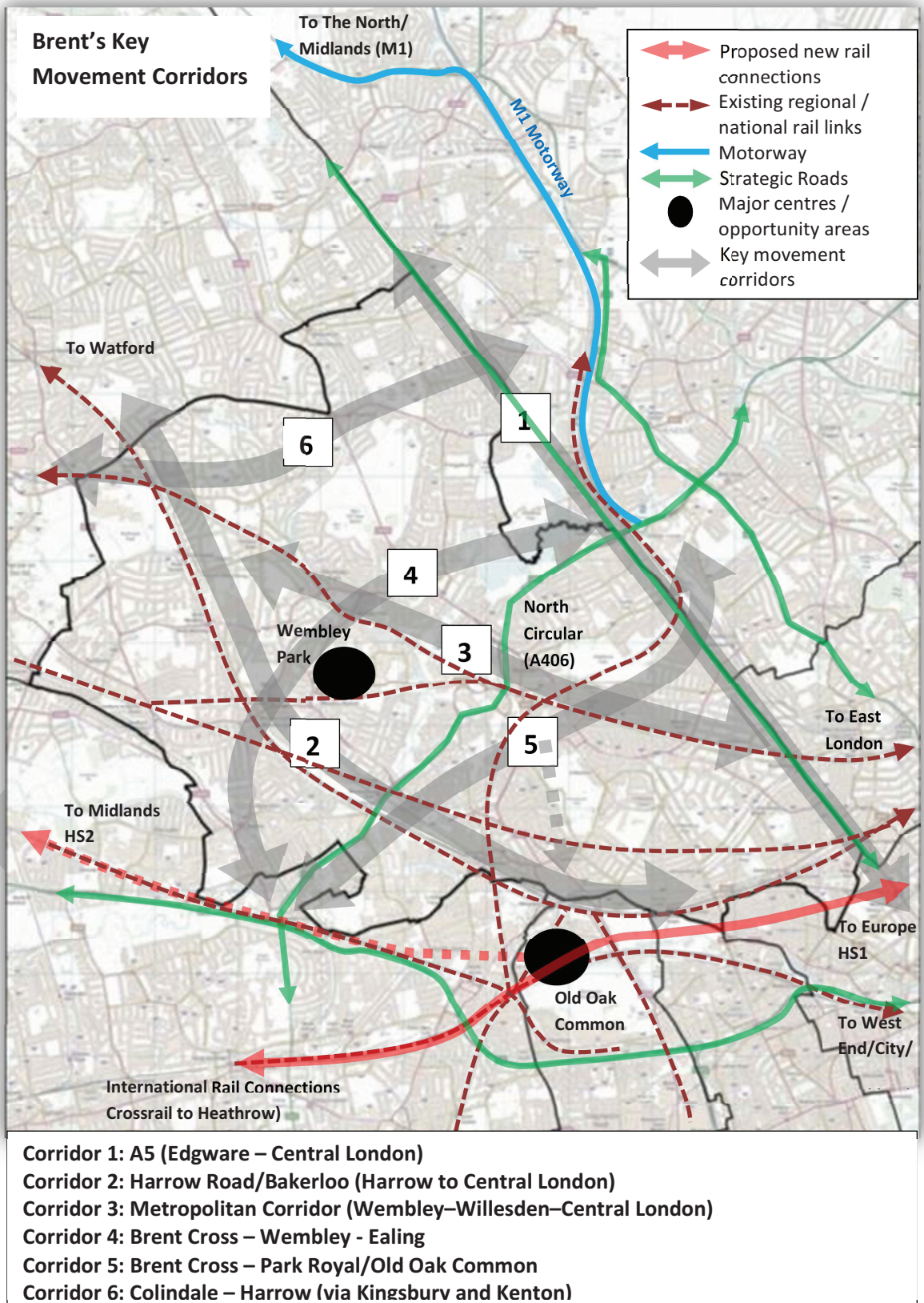
3.10 Summary

- 3.10.1 The delivery of the strategic transport improvements for Brent will be delivered through a step by step approach working in partnership with TfL and other strategic partners. The themed and modal improvements will be developed and delivered according to a framework of movement corridors. These corridors will act as a framework for prioritising delivery within our town centres, and prioritisation of modal projects and schemes. These corridors are discussed in more detail in the next chapter, Chapter 4.

4 Brent Key Movement Corridors

- 4.1.1 We have identified six core movement corridors within Brent. These corridors are critical to the safe and efficient movement of people and goods within, and passing through, the Borough. They have been identified through analyses of socio-demographics, travel patterns and desire lines¹.
- 4.1.2 The corridors define broad directions of movement. They do not describe specific roads or public transport routes, but do by their nature tend to follow the general alignment of parallel highway and rail corridors.
- 4.1.3 The following figure shows all six movement corridors. **Appendix C** describes how each corridor has been selected along with the location of each corridor; the strategic context; transport and movement characteristics (highway, public transport, active modes); key town centres, development areas, employers and other destinations served and; opportunities (in development or transport terms).
- 4.1.4 These corridors have been identified to provide guidance as to where strategic and local transport investment should be targeted to achieve the best outcomes for Brent residents, and for those that are visiting or passing through our Borough. They share a number of characteristics:
- They follow key desire lines for travel (to work / shopping / education);
 - They are integrated with the sub-regional transport corridors set out within TfL Sub-Regional Transport Plans;
 - They link Brent's Growth Areas to key attractors and/or provide links between our Growth Areas;
 - They build on current LIP investment and provide a focus for future LIP investment in transport; and
 - They potentially have spare capacity for future development on or close to the corridor.
- 4.1.5 We have identified two types of corridor, which fulfil different functions:
1. Three Radial Corridors (1,2,3) These enhance key access routes from central London to Brent and beyond to north-west London.
 2. Three Orbital Corridors (4,5,6) These provide connectivity into the radial corridors at key hub interchange points and Growth Areas.
- 4.1.6 We have identified these movement corridors to provide a framework for future transport investment across the modes, and to understand where the Borough would wish to lobby for improvements to public transport services. Understanding the locations and functions of these corridors will enable us to prioritise transport investment programmes within the borough for the next Local Implementation Plan and through S106 contributions and the Community Infrastructure Levy

¹ Part 1: Corridor Definition and Strategic Directions' report.



5 Long Term Transport Policies

5.1 Introduction

- 5.1.1 Analyses of the national, regional and local transport network discussed within this document have been brought together with the socio-demographic analysis and Brent's growth objectives to define a series of long-term transport policies and strategic directions for the Borough.
- 5.1.2 The objectives and policies are developed under three headings as shown below.



- 5.1.3 Based on these broad headings, a series of policy directions have been identified. The following describes twelve objectives of Brent's long term transport strategy, each of which is divided into a series of numbered policy statements that set out the specific policy directions that Brent will adopt, in conjunction with a brief outline action plan to describe what we will do to take those policy directions forward.
- 5.1.4 Our objectives are listed below. Individual policy directions are then listed in the following tables:
- Objective 1 - Improve international links to Brent
 - Objective 2 - Improve national and regional links to Brent
 - Objective 3 –Improve sub-regional Links to Brent
 - Objective 4 –Support Brent's Growth Areas
 - Objective 5 –Improve the North Circular Road Regeneration Area
 - Objective 6 – Improve Brent's town centres
 - Objective 7 -Create sustainable, attractive and safe neighbourhoods
 - Objective 8 - Support employment locations.
 - Objective 9 – Improve road safety and personal security
 - Objective 10 – Support improved frequency and connectivity by bus
 - Objective 11 – Ensure that high quality cycle links are provided across the Borough
 - Objective 12 – Improve air quality and contribute towards climate change targets

| Objective 1 – Improve International Links to Brent | | | |
|--|--|--|---|
| | Policy | Justification | Initial Action Plan |
| T1.1 | Support improved Access to Heathrow Airport | <p>Heathrow is UK's main hub airport, with 40% of its travellers flying for business. The airport accounts for 56% of the UK's air freight.</p> <p>Direct impact of the airport (70,000 jobs in the airport vicinity) is complemented by secondary impact with travel and hotels generating a further 60,000 jobs, and tertiary impact attracting international business to West London.</p> | Express Borough support for retaining Heathrow's role as the UKs hub airport and provide support for proposals to enhance connections between Brent and Heathrow. |
| T1.2 | Maintain support for Heathrow as predominant air hub for London | <p>Earlier assessment of additional capacity at Heathrow suggest that noise and air quality are unlikely to be a significant issue for Brent, and that air quality has not significantly worsened since opening of T5.</p> <p>Reduction in airport capacity at Heathrow could deter additional international business activity within West London and Brent.</p> <p>Business interests support expansion at Heathrow, and are more likely to invest locally if this is provided.</p> | |
| T1.3 | Support improved access to other international airports including Luton and Stansted | <p>Additional passenger choice is offered through other international airports such as Luton and Stansted</p> <p>Brent is well placed to benefit from improved connectivity to Europe as a result of the new HS2 international station at Old Oak Common</p> <p>HS2 current proposals include a link between HS2 and HS1 via a tunnel through the Primrose Hill area and then onto the North London Line. This link should be provided without undermining existing or future passenger and freight services on the North London Line.</p> | Formal Borough support for HS1-HS2 link. |

| Objective 2 – Improve National and Regional Links to Brent | | | |
|--|--|--|--|
| | Policy | Justification | Initial Action Plan |
| T2.1 | Support improved access to key national destinations outside of London for employment and other journey purposes | The use of Old Oak Common as a key strategic interchange will provide Brent residents with improved access and reduced travel times to many key cities in the UK | |
| T2.2 | Support orbital bus links from Golders Green and Finchley Road across to Wembley and elsewhere in Brent | Enhancements to rail services and infrastructure will encourage greater use of Clapham Junction – Wembley link, maximising benefits of regeneration at Old Oak Common. Public transport access to coach stations is poor and in need of improvement | |
| T2.3 | Support improved freight access to key national destinations outside London | The North Circular Road is important for moving HGV traffic through and within Brent, particularly in providing access to M1 and A40 and makes Brent an attractive location for businesses relying on the national road network. | Develop freight strategy and prepare action plan for Borough |
| T2.4 | Support rail-based freight and restrict road based through-freight movement to the North Circular or specified radials | Shifting freight onto rail and restricting its movement onto the Strategic Road Network will help remove through freight movement from Brent's town centres. | |
| T2.5 | Provide good access to freight distribution centres in Brent | Ensuring that Neasden / Park Royal all have good connections onto the North Circular Road or SRN will assist with effective movement of freight. | |

Objective 3 – Improve sub-regional links to Brent

| | Policy | Justification | Initial Action Plan |
|------|---|--|---|
| T3.1 | Support enhanced connectivity to Old Oak Common to benefit Brent residents and businesses | <p>Limited public transport connections between Old Oak Common and Brent</p> <ul style="list-style-type: none"> ➤ Harlesden is the nearest local centre and Willesden Junction is the nearest existing railway station, both currently have very limited access to the proposed HS2 Interchange at Old Oak Common. ➤ The local road network including Tubbs Road and Harlesden Town could come under significant pressure from traffic looking to access the station and surrounding area | <p>Lobby central government and work with neighbouring authorities and regional partners to achieve the following outcomes:</p> <ul style="list-style-type: none"> • Development is well connected with high levels of permeability and strong connections to Brent; • Promote overground links to support improved connectivity; • Promote and lobby for a West Coast Main Line - Crossrail link; • Promote a high quality pedestrian/cycle bridge from Willesden Junction into the development area; • Ensure good highway links (particularly for bus access) without encouraging more through traffic; and • Ensure that tunnel infrastructure does not impact on Borough growth area plans |
| T3.2 | Support link between Crossrail and West Coast mainline | <p>Limited public transport connections between Wembley and Heathrow</p> <p>A link between Crossrail and West Coast Mainline could result in a Crossrail station in Brent at Wembley Central, providing much improved connectivity for this part of the Borough to central London, Heathrow and other national destinations.</p> <p>The opportunity could be taken in developing HS2 to use the Dudding Hill freight line to provide a passenger service to Brent Cross/Cricklewood. This could offer an interchange with the Metropolitan / Jubilee lines at Neasden.</p> | |
| T3.3 | Support the use of Dudding Hill freight line for passenger services | | |

| | | |
|---|--|--|
| <p>T3.4</p> <p>Support improved orbital connections to improve access to opportunity areas, new developments, employment, retail, education and leisure opportunities</p> | <p>A number of large developments, opportunity areas or other key destinations are near Borough boundaries which would be best accessed via orbital movements:</p> <ul style="list-style-type: none"> • Brent Cross • Colindale/Burnt Oak • Old Oak Common • White City <p>A number of important employment locations for Brent residents are near Borough boundaries which would be best accessed via orbital movements:</p> <ul style="list-style-type: none"> • Brent Cross • Ealing • Park Royal (including Old Oak Common in the future) • Heathrow | <p>Provide, lobby or support improvements to key orbital corridors of movement such as Brent Cross – Wembley-Ealing, and Brent Cross-Park Royal/Old Oak Common. Support improvements to improved bus services, rail services, cycle routes and use of the Dudding Hill railway line for passenger services (complements T3.1). Lobby for highway improvements to the North Circular to benefit all road users. Deliver transport improvements outlined in the Wembley Area Action Plan to improve orbital movements.</p> |
| <p>T3.5</p> <p>Support improved connectivity to major employment areas including those in neighbouring Boroughs</p> | <p>Brent is well served by radial routes into Central London by both public transport and highway.</p> <p>There are limited public transport opportunities for orbital movements and with the exception of the North Circular, limited highway orbital routes. This leads to high levels of congestion on orbital routes.</p> <p>Limited public transport connections between Wembley and Heathrow.</p> | <p>Support improvements to the Wembley – Ealing corridor which would facilitate access to Alperton (for Piccadilly line) and Ealing (for Heathrow Connect). In the longer term support for railway enhancement such as WCML-Crossrail link and new Overground station at Old Oak Common which would provide a single interchange between Wembley and Heathrow via Crossrail. Complements T3.1.</p> |

| Objective 4 – Support Growth Areas | | |
|------------------------------------|---|---------------------|
| Policy | Justification | Initial Action Plan |
| T4.1 | <p>Helps to deliver transport improvements through a corridor approach which provides tailored policies for Wembley Hill Road/South Way/Harrow Road and a slightly different balance between the different road users</p> <p>Supports a planned reduction in car mode share in Wembley through implementing measures within the Wembley Transport Strategy.</p> <p>Provides more sustainable travel options, which reduce traffic congestion and assist in reducing the car mode split from 37% to a target of 25%.</p> <p>Meet the objectives of the Wembley Area Action Plan which are to:</p> <ul style="list-style-type: none"> • Create a more attractive town centre • Create a safer environment by reducing the impact of traffic • Provide more effective access and egress to/from Wembley Stadium on event days | |
| | <p>Facilitate development in Wembley by developing a permeable, accessible town centre</p> | |
| T4.2 | <p>To enable the delivery of new housing in the Borough, development needs to come forward within all growth areas. Each growth area has different challenges and opportunities and a clear transport strategy needs to be developed for Alperton, Burnt Oak, Church End and South Kilburn</p> <p>To enable successful development they need to have access to local jobs and services as well as being attractive locations and have a sense of 'place', the principles of the Brent Placemaking Guide should be adhered to.</p> <p>New development needs to minimise the impact on congestion on the local road network while promoting sustainable modes of transport</p> <p>New development needs to be viable but also contribute to transport improvements through s106 agreements and CIL</p> | |
| | <p>Facilitate growth and development through transport interventions in Brent's other growth areas</p> | |

| Objective 5 – Improve the North Circular Road regeneration area | | | |
|---|---|---|---|
| | Policy | Justification | Initial Action Plan |
| T5.1 | Improve key junctions to reduce congestion and smooth traffic flow on Brent's road network | To maximise the potential of this regeneration area by enhancing the urban environment and reducing the impact of the north Circular on pedestrian and cycle movement. Smoothing traffic flow will also help improve air quality | Work with TfL and GLA to develop plans for NCR bridges, particularly Green Bridge at Neasden |
| T5.2 | Reduce the negative impacts of severance across the North Circular by promoting bridge links at strategic locations | Opportunities exist to provide improved accessibility and movement in areas where housing may be removed and relocated. Need to address severance created by NCR by delivering safe, convenient and high-quality crossing places. | Consider plans for greening corridor to buffer housing and reduce concentrations of particulates. |
| T5.3 | Create cycle paths and environmental buffers / open space within the area | Improving the environment and reducing congestion will contribute to a reduction in the impact of poor air quality and high levels of air pollution from traffic. | |
| T5.4 | Implement measures which improve air quality and reduce the negative impacts of pollution | | |

| Objective 6 – Improve Brent’s Town Centres | | | |
|--|--|---|--|
| | Policy | Justification | Initial Action Plan |
| T6.1 | Provide attractive, safe and secure cycle and walking routes into our town centres | To help make our town centres more attractive, viable and efficient and hence ensure that they are able to compete with other town centres just outside the borough. | Assess LIP scheme proposals against policies and objectives. |
| T6.2 | Provide cycle parking at key town centre destinations | | |
| T6.3 | Improve public realm within our town centres | | |
| T6.4 | Reduce street clutter and guardrailling in town centres | To encourage cycling and walking within our town centres and discourage inappropriate speeds and driver behaviour. | |
| T6.5 | Implement collision reduction schemes with reduced speed limits where appropriate | To encourage the development of Roads Taskforce typologies (High Street and High Road typologies) to make High Streets places that people want to spend time | |
| T6.6 | Implement measures to improve air quality and reduce the negative impacts of pollution | To create places for people and develop health benefits, safety benefits and increased retail benefits, and meeting the objectives of the GLA town centre SPD. To assist with managing deliveries to retail, encouraging these out of hours | |
| T6.7 | Undertake moving and stationary traffic enforcement | To contribute to air quality targets and climate change objectives by reducing congestion and maintaining the free flow of traffic, which reduces emissions and pollution | |
| T6.8 | Provide, manage and enforce parking and; facilitate loading activity to allow deliveries to businesses | | |
| T6.9 | Implement appropriate parking charges to facilitate a high turnover of spaces for customers. | | |

| Objective 7 – Create sustainable, attractive and safe neighbourhoods | | | |
|--|--|--|---------------------|
| | Policy | Justification | Initial Action Plan |
| T7.1 | Improve road safety within our local neighbourhoods by addressing locations with a poor collision history and providing safer routes for vulnerable users. | To help ensure that our neighbourhoods are sustainable, attractive and safe. | |
| T7.2 | Reduce speed limits in our local neighbourhoods to reduce numbers and severities of casualties | To help ensure that the negative impacts of car traffic within our local neighbourhoods is reduced. Sustainable transport assists to reduce congestion and create attractive and sustainable neighbourhoods. | |
| T7.3 | Promote cycling and walking as the default mode for short journeys | | |
| T7.4 | Reduce through traffic and encourage HGVs to use appropriate routes. | | |
| T7.5 | Ensure that residents are within 400m of a bus stop | To help ensure that the use of public transport, cycling and walking within our local neighbourhoods is maximised | |
| T7.6 | Seek opportunities to increase permeability of streets with contraflow cycle routes and promote filtered permeability where appropriate | To improve air quality by maintaining the free flow of traffic, which reduces emissions and pollution | |
| T7.7 | Explore opportunities for area-wide reductions in speed limits to deliver road safety and sustainable transport benefits | | |
| T7.8 | Seek opportunities to expand the provision of car clubs and electric vehicle infrastructure | | |
| T7.9 | Improve the urban realm and create new crossing places and an attractive urban environment | | |
| T7.10 | To undertake moving and stationary traffic enforcement to keep traffic flowing | | |

| Objective 8 – Support employment locations | | | |
|--|---|---|---------------------|
| | Policy | Justification | Initial Action Plan |
| T8.1 | Encourage journeys to work are made by public transport where possible | <p>To help ensure that the use of public transport, walking and cycling for work journeys is maximised</p> <p>To help ensure that accessibility to the public transport network for work journeys is as good as possible.</p> <p>To help ensure that bus routes to work destinations are as comprehensive as possible</p> | |
| T8.2 | Work with TfL to improve orbital bus links to employment destinations | | |
| T8.3 | Ensure that employment centres are within 400m of a bus stop | | |
| T8.4 | Promote best practice for freight through the Freight Operators Recognition Scheme (FORS) | | |
| T8.5 | To promote parking management plans for business parks and employment locations | | |

| Objective 9 – Improve safety and personal security | | | |
|--|---|--|---------------------|
| | Policy | Justification | Initial Action Plan |
| T9.1 | Reduce crime and fear of crime on the street and public transport network by deploying tools such as CCTV | To improve the sense of personal security felt by Brent residents | |
| | | To help ensure that overall accident levels are reduced, and the severity of those accidents is reduced | |
| T9.2 | Manage road speeds through traffic management and enforcement | To help ensure that levels of accidents caused by excess speed of vehicles is reduced | |
| | | To help ensure that levels of accidents caused by roads in a poor state of repair is reduced | |
| | | To ensure that where appropriate, segregation of particular road users is implemented in a way which improves the accident record. | |
| T9.3 | Upgrade and maintain highway assets in a good state of repair | | |

| Objective 10 – Support better bus services | | |
|--|---|---------------------|
| Policy | Justification | Initial Action Plan |
| T10.1 Work with TfL to improve the frequency and routing of bus services | To ensure that public transport mode share is increased. | |
| T10.2 Support service enhancements with infrastructure improvements where appropriate | To ensure that negative impacts of car traffic are reduced. | |
| T10.3 Support improved stop infrastructure to minimise delay and improve passenger comfort and information provision. | To ensure that appropriate bus infrastructure improvements are secured to support new developments. To deliver high-quality infrastructure to increase the comfort and convenience of passengers' end to end journey experience. | |

| Objective 11 – Improve Brent's Cycle Links | | |
|---|--|---------------------|
| Policy | Justification | Initial Action Plan |
| T11.1 That new cycle routes be developed to address severance and provide good access throughout the Borough | To help improve the cycling mode share in Brent from 1.5% to 5% | |
| T11.2 That new cycle routes be supported by education, information and awareness building initiatives | To ensure that opportunities for obtaining funding for cycle schemes are maximised | |
| T11.3 Support Superhighways/Quietways and linkages into the central London Grid / Crossrail for Bikes | | |
| T11.4 Expand Barclays Cycle Hire into south of the Borough | | |
| T11.5 To promote cross-borough cycle links | | |

| Objective 12 – Improve air quality and contribute towards climate change targets | | | |
|--|--|---|--|
| | Policy | Justification | Initial Action Plan |
| T12.1 | Encourage provision and use of car clubs within the borough | <p>To improve air quality within the borough and reduce the negative health impacts of pollution.</p> <p>To contribute towards national and international climate change targets by reducing carbon emissions.</p> <p>To manage the impacts of climate change by mitigating the damaging effects.</p> | <p>Prioritise actions plans through LIP programme</p> <p>Develop and maintain a flood risk management plan for the Borough</p> |
| T12.2 | Provide electric vehicle charging points | | |
| T12.3 | Develop and promote congestion reduction measures | | |
| T12.4 | Promote cycling and walking within the borough | | |
| T12.5 | Encourage use of public transport within the borough | | |
| T12.6 | Manage flood events and deliver remedial works as appropriate | | |
| T12.7 | Promote sustainable drainage systems for new developments and residential driveways. | | |

APPENDIX A – STRATEGY LINKS TO CORPORATE OBJECTIVES




















The objectives for the transport strategy meet a range of corporate objectives as set out in the Brent borough plan. The links between the transport strategy objectives and the corporate plan priorities and outcomes are shown in the table below.

| Transport Strategy Objective | Corporate Plan Priority | Corporate Plan Outcome |
|--|---|---|
| Objective 1 - Improve international links to Brent Objective 2 - Improve national and regional links to Brent Objective 3 –Improve sub-regional Links to Brent | Building a strong community | <ul style="list-style-type: none"> Increased participation by local people in shaping and improving the borough Improved satisfaction with local services A place where people from different backgrounds get on well together An independent, inclusive and thriving local voluntary sector Excellent sports, leisure and cultural facilities used by more people |
| Objective 4 – Support Brent's Growth Areas | Improving Lives for Children and Families | <ul style="list-style-type: none"> There are places in Brent schools for all who need them All Brent schools are good quality All pupils achieve well Families needing support get it when they need it most Vulnerable children and young people have high quality support when they need it |
| Objective 5 –Improve the North Circular Road Regeneration Area | Improving health and well-being | <ul style="list-style-type: none"> More and better managed housing of a higher standard More people living healthier lives A reduction in inequalities in life expectancy More provision and more choice for people needing care and support |
| Objective 6 – Improve Brent's town centres | Making Brent safer, cleaner and greener | <ul style="list-style-type: none"> Reduced crime and antisocial behaviour People feel safer on the borough's streets Cleaner, safer streets and a healthier, greener environment |
| Objective 7 -Create sustainable, attractive and safe neighbourhoods | Making Brent safer, cleaner and greener | <ul style="list-style-type: none"> Reduced crime and antisocial behaviour People feel safer on the borough's streets Cleaner, safer streets and a healthier, greener environment |
| Objective 8 - Support employment locations | Promoting jobs, growth and fair pay | <ul style="list-style-type: none"> Regeneration of the area to promote economic growth More opportunities for local businesses More local people in more local jobs |

| | | |
|---|---|---|
| | | <ul style="list-style-type: none"> • More people supported into work • A closing of pay gaps compared with other London boroughs |
| Objective 9 – Improve road safety and personal security | Making Brent safer, cleaner and greener | <ul style="list-style-type: none"> • Reduced crime and antisocial behaviour • People feel safer on the borough's streets • Cleaner, safer streets and a healthier, greener environment |
| Objective 10 – Support improved frequency and connectivity by bus | Developing better Ways of Working | <ul style="list-style-type: none"> • Better quality and more efficient, value for money services • Successful partnership working and shared services • A skilled, motivated and effective workforce |
| Objective 11 – Ensure that high quality cycle links are provided across the Borough | Making Brent safer, cleaner and greener | <ul style="list-style-type: none"> • Reduced crime and antisocial behaviour • People feel safer on the borough's streets • Cleaner, safer streets and a healthier, greener environment |
| Objective 12 - Provide and regulate parking in a fair way | Building a strong community | <ul style="list-style-type: none"> • Increased participation by local people in shaping and improving the borough • Improved satisfaction with local services • A place where people from different backgrounds get on well together • An independent, inclusive and thriving local voluntary sector • Excellent sports, leisure and cultural facilities used by more people |

The transport strategy also supports the four objectives of Brent's Health and Wellbeing Strategy in terms of improving air quality and contributing to healthier lifestyles as follows:

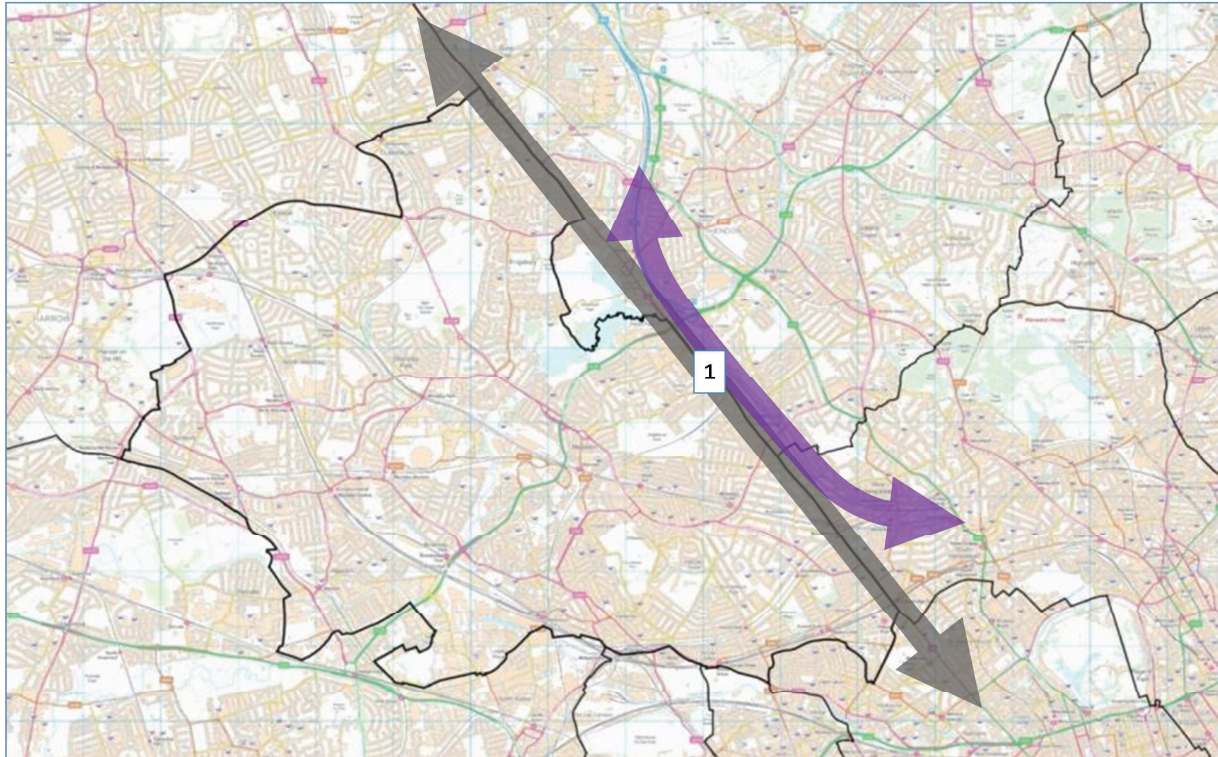
| Objective | Aims | Supporting Transport Objectives |
|--|---|---|
| Giving every child the best start in life | <ul style="list-style-type: none"> Strengthening and expanding our current parenting programmes with a focus on learning from evaluation. Ensuring the sustainability and delivery of the Child Oral Health Strategy To expand partnership working with schools, nurseries, playgroups and other Early Years settings to improve the wellbeing of children Improve the offer of our current interventions to prevent and manage childhood obesity Engage with hard-to-reach individuals and communities through the use of community champions | <ul style="list-style-type: none"> ✓ Support Brent's Growth Areas ✓ Improve the North Circular Road Regeneration Area ✓ Ensure that high quality cycle links are provided across the borough |

| | | |
|---|--|--|
| Helping vulnerable families |  Improve the identification and assessment of all vulnerable children underpinned by robust safeguarding procedures  Better multidisciplinary working for children with additional or complex needs  Improve outcomes for Looked after children  Helping families with complex needs  Improve the health of young people through addressing risk-taking behaviour  Reduce the impact of poor quality housing on health and wellbeing  Reduce the impact of unemployment on health and wellbeing | ✓ Support Brent's Growth Areas ✓ Improve the North Circular Road Regeneration Area ✓ Improve Brent's town centres ✓ Create sustainable, attractive and safe neighbourhoods ✓ Ensure that high quality cycle links are provided across the borough. |
| Empowering communities to take better care of themselves |  Promoting independence and responsibility for our health and healthcare  Encouraging everyone to be physically active  Promoting health eating  Strengthening our tobacco control partnership  Strengthening partnership work around alcohol  Increasing early diagnosis and testing for HIV and TB | ✓ Support Brent's Growth Areas ✓ Improve the North Circular Road Regeneration Area ✓ Create sustainable, attractive and safe neighbourhoods |
| Improving mental wellbeing |  Mental health promotion before people become unwell  Early identification of mothers with post-natal depression  Helping children with low level mental health problems in school  Increase the provision of talking therapies  Improve wellbeing for people with a serious mental illness  Early identification and intervention for dementia | ✓ Support Brent's Growth Areas ✓ Improve the North Circular Regeneration Area ✓ Improve Brent's town centres ✓ Create sustainable, attractive and safe neighbourhoods |

Appendix B – Location of Brent’s Strategic Movement Corridors

DRAFT

Corridor 1: A5 (Edgware – Central London)



Overview: Passing along Brent's eastern border, this corridor is a sub-regionally important strategic growth corridor, forming part of the North West London to Luton Growth Corridor which is jointly supported by Brent, Barnet, Camden and Harrow, and also by North London Strategic Alliance and Mayor of London. The corridor links a number of areas of development, both within and on the border of Brent.

Highway: A5

Bus: Major corridor (xx routes) especially as South (over 45 buses phpd)

Underground: Northern line, Jubilee Line

Rail: Thameslink runs partly parallel, Overground crosses corridor at 2 locations

Active mode: LCN+ throughout length but poor environment for cycling and walking

Centres: Brent Cross (future Metropolitan), Kilburn (Major Town) and 3 local centres

Growth Areas supported: Burnt Oak/Colindale, Brent Cross/Cricklewood, South Kilburn

Employers: Brent Cross, local employers along route, Central London nearby

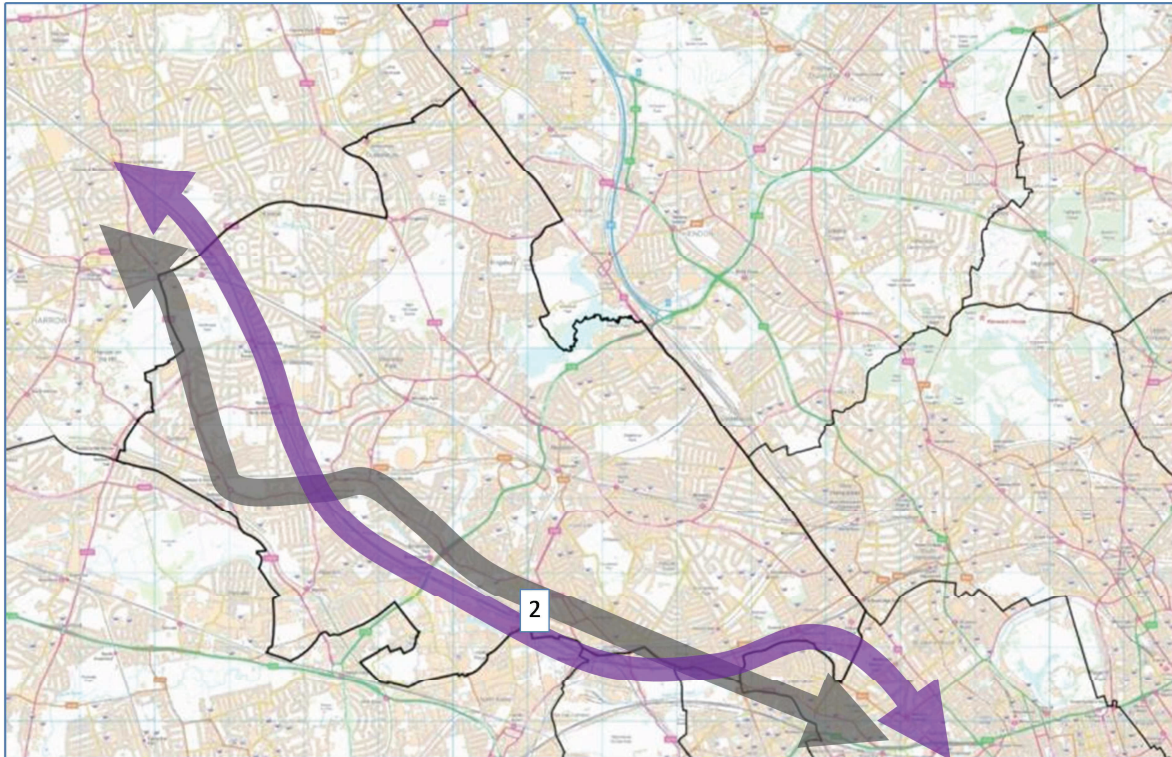
Other Destinations: Brent Cross shopping centre, other out of town retail/supermarkets

Deprivation: South Kilburn, parts of Kilburn

Opportunities for:

- Highway/Public transport interchange;
- Support important areas with limited development areas (e.g. Kilburn)
- Improved E-W connectivity through development of orbital links into key hubs along the length of the A5 (e.g. at Edgware, Colindale, Brent Cross, Kilburn)
- Integrated corridor treatment to develop multi-modal approach and seek opportunities to enhance through a coordinated plan (use of common materials pallet / treatment of parking and business accessibility etc)

Corridor 2: Harrow Road/Bakerloo (Harrow to Central London)



Overview: Corridor 2 runs close to the western and southern boundary of Brent. It serves Wembley, the most important town centre in the Borough and also runs close to the largest employment area in the Borough; Park Royal. It links a number of important employment areas including Harrow, Northwick Park and Wembley. A number of deprived areas including Stonebridge and Harlesden are found along the corridor

Highway: A404 (Harrow Road)

Bus: Route 18 runs along most of the length, a number of other services use it for short sections

Underground: Bakerloo line (11 stations)

Rail: London Overground

Active mode: LCN+ from Wembley to Kensal

Centres: Harrow (Metropolitan), Wembley (Major) and Harlesden (Local)

Growth Areas supported: Harrow, Wembley, Park Royal and South Kilburn

Employers: Harrow town centre, Northwick Park, Wembley, Park Royal

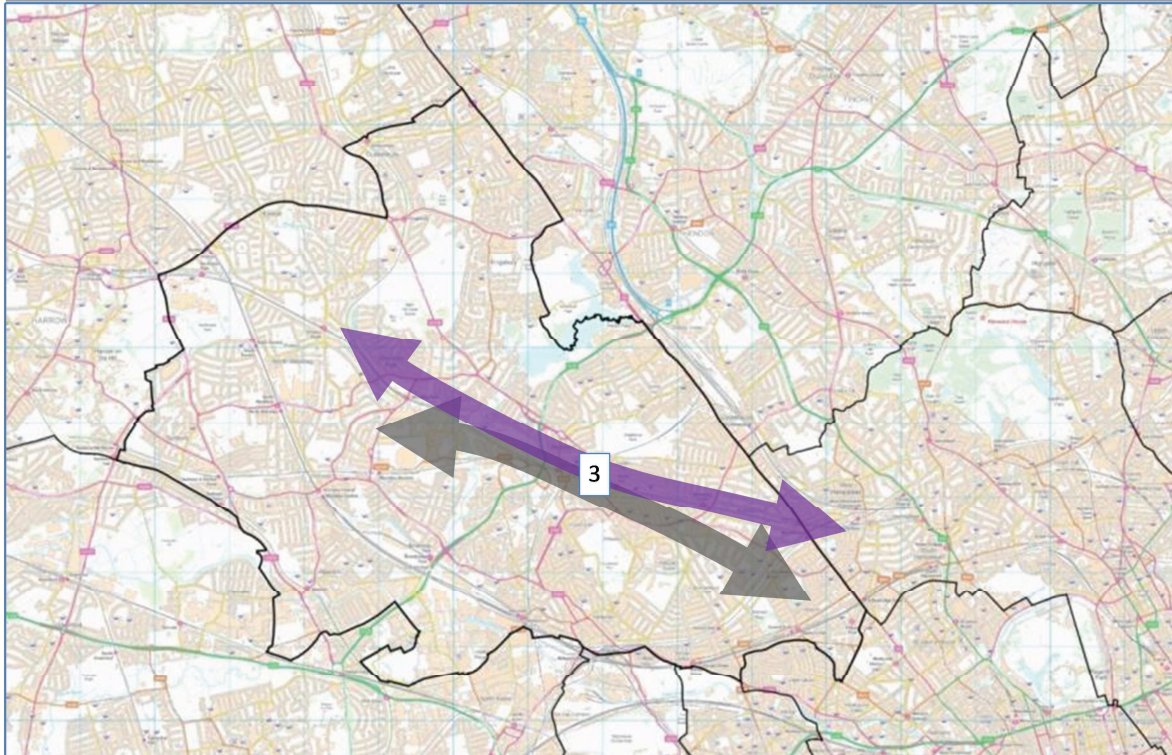
Other Destinations: Northwick Park hospital, Wembley Stadium, Old Oak Common (future)

Deprivation: Stonebridge and Harlesden

Opportunities for:

- Links to the proposed HS2 station at Old Oak Common;
- Future development associated with intensification of the WCML post HS2 including potential Crossrail station;
- Improved access by sustainable modes to Park Royal; and
- Using spare capacity on public transport routes towards the NW of this corridor (e.g. Bakerloo line) to provide opportunity for future new development

Corridor 3: Metropolitan Corridor (Wembley–Willesden–Central London)



Overview: Corridor 3 runs from Wembley to Central London via Willesden and serves a number of development areas in Wembley. There is an important movement desire line between Wembley and Central London, the crow-fly routes for which serves Willesden. It is an important rail/underground route from Brent into Central London. The new development and demographics of the corridor suggest that sustainable modes may have an important role on the corridor, for example in terms of potential extensions to the London cycle network. In addition, this corridor will link much of Brent to the new Civic Centre.

Highway: Central Way/Neasden Lane – A407 – A4003/Salusbury Road

Bus: Major corridor along Neasden Lane and Willesden High Road, number of other routes

Underground: Metropolitan/Jubilee, 5 stations

Rail: Chiltern from Wembley Stadium

Active mode: Local routes from Willesden towards Central London

Centres: Wembley (Major), Neasden (local) and Willesden (local)

Growth Areas supported: Wembley and Church End

Employers: Wembley development area and Wembley Park industrial estate

Other Destinations: Wembley Stadium/Arena

Deprivation: Church End, Chalk Hill

Opportunities for:

- Increased cycling especially between Willesden/Queens Park and Central London (additional cycle superhighway route);
- Improved interchange with underground stations; and
- Increased rail service frequency from Wembley Stadium station.

Corridor 4 Brent Cross – Wembley - Ealing



Overview: Corridor 4 primarily links the centres of Brent Cross, Wembley and Ealing. The corridor passes through the Wembley Opportunity Area; the emerging Wembley Area Action plan identifies highway improvements through the Eastern Lands and Industrial Estate (from the A406 to Empire Way) and public transport and active mode improvements along Neasden Lane, Forty Lane, Bridge Road and Empire Way. This corridor provides an alternative route to the North Circular for traffic wishing to access Ealing Road and Wembley, and exits from the North Circular facilitate this local access. Connections have been considered to ensure good links from this corridor to Park Royal and the Old Oak Common station interchange / regeneration area

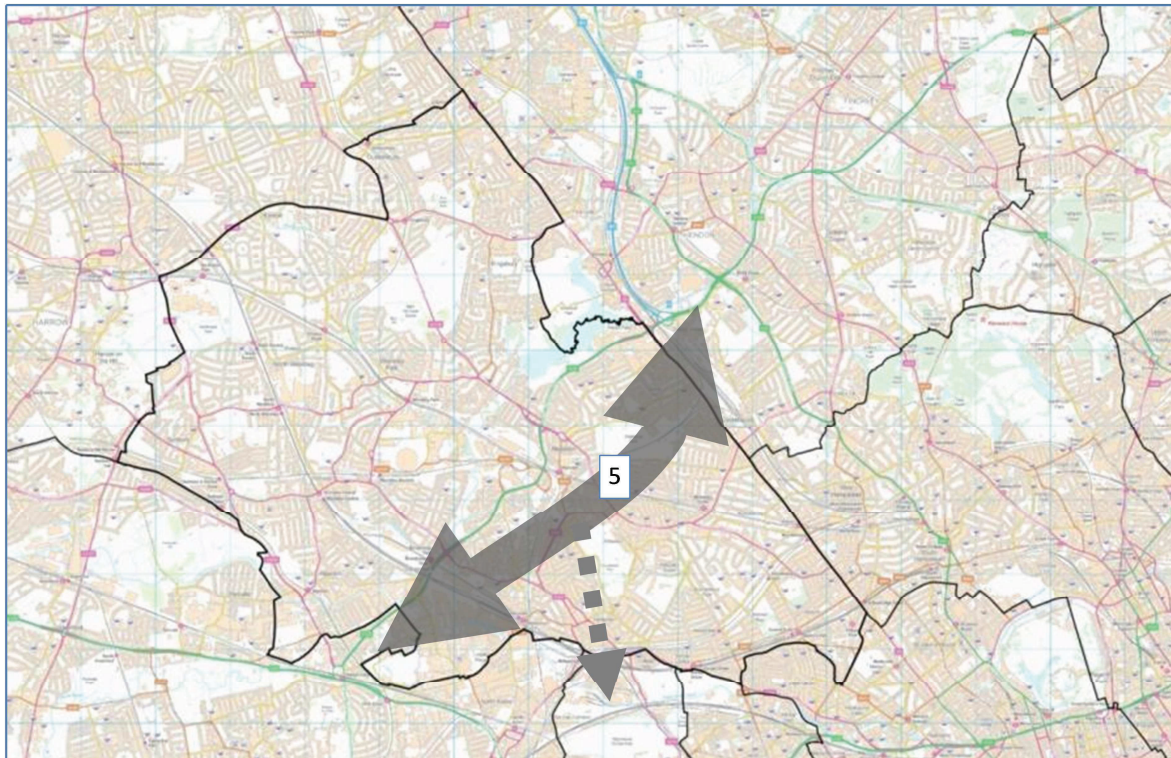
Highway: A406, Great Central Way, South Way, Empire Way, High Road, Ealing Road
Bus: 182, a number of other routes serve part of corridor
Underground: None, corridor passes Wembley Park, Alperton and Hangar Lane
Rail: None
Active mode: Limited

Centres: Brent Cross and Ealing (Metropolitan), Wembley (Major), Neasden and Ealing Road (Local)
Growth Areas supported: Brent Cross, Wembley, Alperton
Employers: Brent Cross, Wembley, Ealing
Other Destinations: Wembley Stadium/Arena
Deprivation: Chalk Hill

Opportunities for:

- Improving access to Brent Cross especially by non-car modes;
- Improve access into Wembley for non-car via Forty Lane/Bridge Rd/Wembley Hill Rd and for highway access via South Way;
- Support the growth areas at Wembley and Alperton;
- Build on outcomes of West London Strategic Corridors work

Corridor 5 Brent Cross – Park Royal/Old Oak Common



Overview: Corridor 5 provides a link from a large area of the Borough, including some of its most deprived parts, to the major employment area around Park Royal and in the future Old Oak Common. There is a lack of obvious routes by highway or public transport but analysis suggests there is demand for movements especially relating to commuter and retail related trips. The corridor provides a local access route running in parallel to the North Circular, serving Church End, Harlesden, and linking to Old Oak Common station interchange and Park Royal Opportunity Area. The route shares the North Circular as the strategic alternative, with Corridor 4.

Highway: Unknown (mix of local roads)

Bus: Major bus corridor between Harlesden and Willesden, no direct route

Underground: None, passes Harlesden and Neasden

Rail: None at present, potential future route using Dudding Hill line

Active mode: LCN+ from Brent Cross to Park Royal via Neasden

Centres: Brent Cross (Metropolitan), Harlesden and Willesden (both local)

Growth Areas supported: Church End, Park Royal

Employers: Brent Cross and Park Royal

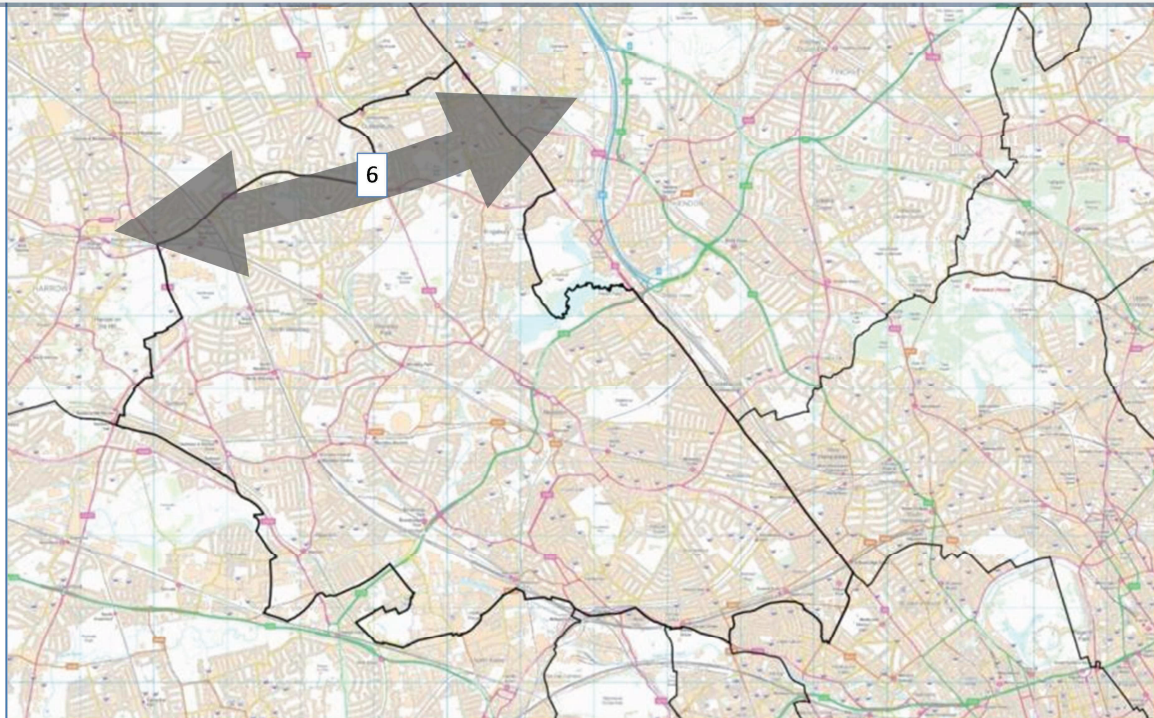
Other Destinations: Future major destination at Old Oak Common

Deprivation: Substantial along corridor, especially Stonebridge, Harlesden and Church End

Opportunities for:

- Key access into Park Royal particularly by non-car modes
- Serving the growth area at Church End which is at less advanced stage than other growth areas
- Future access to Old Oak Common station interchange, Park Royal Opportunity Area and strategic interchange/development opportunities

Corridor 6: Colindale – Harrow (via Kingsbury and Kenton)



Overview: Corridor 6 runs along the northern boundary of the Borough and provides important local access and also access to Harrow town centre; the primary retail/leisure/cultural centre for much of the NW of Brent. Links into Colindale/Burnt Oak Growth Area and connects into Corridor 1 and links to Northwick Park Hospital, University of Westminster, key supermarkets. The corridor also provides access to the cross border Burnt Oak/Colindale Opportunity Area.

Highway: Hay Lane – A4006

Bus: 183 along the western part of corridor, 204 on eastern part

Underground: Corridor passes 4 stations on 4 different lines

Rail: None

Active mode: None

Centres: Harrow (Metropolitan), Kingsbury, Burnt Oak, Colindale (all local)

Growth Areas supported: Colindale/Burnt Oak, Harrow

Employers: Harrow town centre, Northwick Park (Hospital and University of Westminster)

Other Destinations: Number of supermarkets

Deprivation: Limited

Opportunities for:

- Serving the growth area at Colindale/Burnt Oak
- Reducing car mode share through promotion of public transport and active modes (especially on shorter trips)
- Integrated into the North West London to Luton Growth Corridor
- Potentially support additional development in the NW of the borough

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