

	Cabinet 17 July 2023
	Report from the Corporate Director Resident Services
Brent Local Implementation Plan (LIP) Two-Year Delivery Plan: 2023/24 – 2024/25	

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	Two Appendix A: Brent Two-Year LIP Delivery Plan (2023/24 – 2024/25) Appendix B: Brent LIP Funding Letter – March 2023
Background Papers:	None
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1. Purpose of the Report

- 1.1. This report provides an update on Local Implementation Plan (LIP) funding arrangements for the two-year period 2023/24 – 2024/25. It provides details of the programme of transport schemes and measures approved by Transport for London (TfL) to be implemented by the Council up to 31 March 2025.

2. Recommendation(s)

- 2.1. That Cabinet:

- (i) Notes the LIP funding position for the two-year period 2023/24 – 2024/25.
- (ii) Approves the LIP Two-Year Delivery Plan for 2023/24 – 2024/25 and programme delivery arrangements detailed within the report and:
 - a) Gives approval to the Head of Healthy Streets & Parking to deliver this programme of schemes and initiatives using the allocated budgets and resources available.
 - b) Authorises the Head of Healthy Streets & Parking to undertake any necessary statutory and non-statutory consultations in consultation with the Cabinet Member for Environment, Infrastructure and Climate Action, and to consider any objections or representations regarding the proposed schemes.
 - c) Delegates authority to the Head of Healthy Streets & Parking in consultation with the Cabinet Member for Environment, Infrastructure and Climate Action, as appropriate, to make the decision on whether to deliver the proposed schemes following consideration of the objections and representations in the consultation process. If, in the opinion of the Head of Healthy Streets & Parking that significant objections are raised, he is authorised to refer such objections to Cabinet for further consideration and make a decision on whether to deliver the proposed schemes.
 - d) Authorises the Head of Healthy Streets & Parking, in consultation with the Cabinet Member for Environment, Infrastructure and Climate Action, to vire scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, and in accordance with the Council's financial regulations.
 - e) Authorises the Head of Healthy Streets & Parking to deliver schemes that receive any additional in-year grant funding as approved by Transport for London, or another funding body, subject to the outcome of consultation, and to brief the Cabinet Member for Environment, Infrastructure and Climate Action, as appropriate.

3. Detail

Background

- 3.1 TfL is the primary source of funding for schemes and initiatives to improve transport infrastructure and travel choices in Brent, which comprises a range of formula, discretionary and strategic funding.
- 3.2 Typically, Brent would receive an annual allocation of circa £2.25m to deliver this programme, with additional funding for bus priority measures (c £0.8m). This funding was withdrawn in April 2020 following the outbreak of the Covid-19 pandemic and subsequent impact on TfL's finances.

- 3.3 Since April 2020, TfL has negotiated a series of short-term funding settlements with the Government to enable it to continue operating public transport services and to enable the delivery of essential improvements to the transport network across London. These settlements also included funding for a range of Healthy Streets measures and Active Travel interventions to be delivered by the 33 London Boroughs.

LIP Two-Year Delivery Plan (2023/24 - 2024/25)

- 3.4 In November 2022, in line with current Mayoral guidance, the Council prepared and submitted a two-year LIP Delivery Plan for the period 23/24 – 24/25 to TfL. This included proposals for schemes and measures under TfL’s Safer Corridors and Neighbourhoods; Bus Priority; and Cycling programmes.
- 3.5 In March 2023, following assessment of the proposals, TfL wrote to confirm that the Council had been allocated £2.004m for 2023/24, with funding for 2024/25 to be confirmed later in 2023. A summary of the confirmed allocations for 2023/24 is set out in Table 3.1, below, and includes:
- £1.008m for the delivery of schemes under the Safer Corridors and Neighbourhoods programme – to include schemes aimed at improving road safety, reducing the dominance of vehicular traffic and creating safer, greener and more inclusive places for pedestrians and cyclists.
 - £0.780m towards the delivery of bus priority improvements – including new bus lanes and measures to tackle bus pinch-points.
 - £0.110m for schools and adult cycle training.
 - £0.106m for residential on-street cycle parking – to include the provision of new cycle hangers.

Full details of the schemes forming the Council’s two-year LIP delivery plan are set out in Appendix A.

Table 3.1: Brent LIP Funding: 2023/24 Confirmed Allocations + 2024/25 Indicative Programme

Programme	2023/24 confirmed allocations		2024/25 indicative programme (allocations tbc)	
	London-wide	Brent	London-wide	Brent
Safer Corridors and Neighbourhoods	£34.7m	£1.008m	-	£1.008m
Cycleways Network Development	£14m	-	-	-
Bus Priority	£10.6m	£0.780m	-	-
Crossrail Complementary Measures	-	-	-	-
Liveable Neighbourhoods	-	-	-	-
Cycle Training	£4.5m	£0.110m	-	£0.110m
Cycle Parking	£2.8m	£0.106m	-	£0.036m
Principal Road Renewal	£2.1m	£0.200m	-	-
Bridge Assessment and Strengthening	£2.5m	TBC	-	-
Total	£71.2m	£2.204m	-	£1.154m

Maintenance Funding

- 3.6 In addition to the funding already confirmed, Brent has recently been awarded £0.200m Principal Road funding in 2023/24 towards the cost of resurfacing a section of Kenton Road from Woodcock Hill to Rushout Avenue. The total cost of the scheme is £0.702m.
- 3.7 As a result of the significantly reduced funding for our Principal Road Network in recent years, the overall condition of these routes has declined, which is noticeable from the multiple defects that occur along these routes during “pothole season”. To address the decline the Council has allocated £4.0m for a Principal Roads programme with £1.0m of the investment being spent in 2022/23 and a further £2.0m programmed for 2023/24.

Scheme Identification/Prioritisation

- 3.8 The two-year delivery plan includes schemes identified through a number of sources, including TfL evidence-led datasets, analysis of borough collected data and stakeholder engagement. It also includes schemes linked to development activity, strategic schemes that support Council and TfL objectives; and schemes that have been committed in previous years for multi-year funding.
- 3.9 In light of the still relatively low levels of funding available, the plan is focused on the delivery of a smaller number of high impact/transformational schemes, with the aim of reducing the dominance of vehicular traffic and creating safer, greener and more inclusive places for pedestrians and cyclists. Initiatives include:

- **Safer and Healthier Travel in Brent** – a borough-wide programme of travel awareness, road safety education and cycle training activities, events and campaigns aimed at promoting safe, active and sustainable travel practices;
- **School Travel** - bespoke programme of physical measures and behaviour change initiatives with a focus on facilitating increased levels of safe, sustainable travel to schools;
- **Healthy Streets and Places** - a Corridor/Neighbourhoods improvement programme with the aim of mitigating the impacts of traffic and to increase levels of walking and cycling in the borough;
- **Local safety improvements** - road safety improvements in support of LIP objectives around reducing the number and severity of casualties on our roads;
- **Cleaner and Greener Brent** - development/promotion of initiatives aimed at reducing emissions, improving air quality and expanding the provision of 'green' infrastructure in the borough;
- **Parking, Servicing and Streets Management** – including reviews of parking and waiting/loading arrangements and other small-scale measures to address localised congestion problems, improve road safety and enhance the public realm.

3.10 The project costs outlined in the two-year delivery programme are broad estimates benchmarked against comparable projects recently undertaken within the borough and are subject to change due to design refinement, responses to community consultation, etc. In the event that a project cost significantly differs from the estimate, the Head of Healthy Streets & Parking, in consultation with the Cabinet Member for Environment, Infrastructure and Climate Action, will consider options for the transfer of available funds to alternative projects as agreed with TfL to the limit of the LIP allocation for the various programmes.

Objectives/Priorities

3.11 A key priority for the Council is to enable more active and sustainable travel choices with a particular emphasis on providing for an increase in journeys by walking, cycling and public transport whilst reducing the number of journeys made by private vehicles – particularly the most polluting ones. These are core aims of both the MTS and the revised Brent LTTS. Other current priorities include:

- Prioritising the completion of previously planned/committed schemes ahead of implementing new schemes (including the purchase of additional ANPR cameras for Healthy Neighbourhoods and School Streets);

- Schemes which form an integral part of, or add significant value to, other borough projects or programmes, such as the Green Neighbourhoods programme and the Green and Healthy School Streets project;
- Ensuring schemes align with TfL's 'Healthy Streets' and 'Vision Zero' principles, with a particular focus on reducing the dominance of vehicular traffic and creating safer, greener and more inclusive places for pedestrians and cyclists;
- Undertaking further community engagement to inform scheme development and carrying out more detailed scheme monitoring/evaluation;
- Continuing our work with borough schools, businesses and residents to promote healthy, active and sustainable travel practices.

Options Appraisal

- 3.12 The Council is required by the Mayor of London to prepare and submit a two-year delivery plan setting out schemes and initiatives to improve transport infrastructure and travel behaviour in the borough for the 2023/24 and 2024/25 financial years. The schemes listed within the two-year programme have previously been discussed with and approved by TfL and in many cases represent the continuation of schemes currently underway, or are ready for implementation, and which can realistically be delivered by 31 March 2025.

Benefits to Council

- 3.13 Brent experiences a range of transport related problems, including long-standing issues around congestion, poor air quality and road safety; as well as wider issues such as growing health and social inequalities and climate change. The recent Covid-19 pandemic has also led to additional challenges, but also provides the opportunity for the Council to explore new ideas. The measures/interventions that are included in the two-year delivery plan will help the Council address/mitigate these issues.

Alignment with strategic objectives

- 3.14 The measures/interventions contained within the two-year delivery plan contribute to the Council's strategic objectives, including the following Borough Plan priorities:

- A Cleaner, Greener Future

Improvements to bus services delivered through the bus priority programme will support the use of sustainable transport and therefore provide benefits in reducing congestion and improving air quality.

- Thriving Communities

Road safety and public realm improvements that design out crime and anti-social behaviour will deliver significant improvements to Brent's communities.

- A Healthier Brent

Improving the public realm and supporting active travel will deliver the Councils objectives in relation to improving people's Health and Wellbeing.

Timescales

- 3.15 The two-year delivery plan outlines those transport schemes and measures to be implemented by the Council up to 31 March 2025.

Procurement

- 3.16 Schemes within the programme will be delivered using the new Highways contract with GW and O'Hara.

Risks

- 3.17 The current risks associated with the two-year delivery plan are set out in Table 3.2, below:

Table 3.2: Key Delivery Plan Risks/Mitigations

Risk/issue description (incl. impact)	Planned mitigation or resolution	Owner/s
Schemes are not supported at public consultation stage	Prioritisation of schemes where there is a high level of demand and are likely to be supported	Sandor Fazekas
The work cannot be completed within the budget	Reasonable contingency has been included in the estimates	Sandor Fazekas/ Tony Kennedy
There is insufficient funding available to deliver significant infrastructure improvements and deliver strategic objectives	Longer term planning process in place. Consideration of utilising available council budgets and/or developer funding to continue programmes that are valued by the community.	Sandor Fazekas/ Tim Martin

4. Financial Implications

- 4.1. The Council's LIP funding allocation for 2023/24 to date is £2.204m, comprising:
- £1.008m for the delivery of schemes under the Safer Corridors and Neighbourhoods programme;

- £0.780m towards the delivery of bus priority improvements (£0.220m of which is provisional on certain conditions being satisfied).
 - £0.110m for schools and adult cycle training;
 - £0.106m for residential on-street cycle parking;
 - £0.200m for improvements to the Principal Road Network.
- 4.2. TfL is yet to confirm the Council's LIP funding allocation for 2024/25, with an announcement to be made later in 2023. The indicative value of the spending programme for 2024/25 is currently £1.154m.
- 4.3. Current LIP guidance stipulates that any funding received should be applied to the related financial year and does not permit any carryover of underspend; with all works committed or substantially completed by 31st March.

5. Legal Implications

- 5.1. Section 144 of the Greater London Authority Act 1999 ("the GLA Act") requires that in exercising any function, London local authorities must have regard to the Mayor's Transport Strategy which sets out the transport policy framework for London.
- 5.2. The Council indicates how it will implement the Mayor's Transport Strategy through its LIP3 (Local Implementation Plan 3) which sets out various objectives. The Council is required to submit a spending submission to the GLA ("Greater London Authority") to demonstrate how it will achieve its LIP3 objectives.
- 5.3. Section 159 of the GLA Act authorises Transport for London to provide discretionary funding to any body or person, including London local authorities, where the expenditure is, in the opinion of Transport for London, 'conductive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London'.
- 5.4. The requirements regarding publication and consultation in the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.
- 5.5. The Council's Financial Regulations are set out in Part 2 of the Council's Constitution.

6. Equality Implications

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

characteristics are: age, disability, gender, reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

- 6.2. The LIP programme will be assessed by way of an Equality Impact Assessment (EIA). During the communication and consultation process of individual schemes, due consideration will be given to all protected characteristics including people with learning disabilities, deaf and blind (as well as deaf blind) residents, people with dementia and their carers, young children, young people and older people.

7. Consultation with Ward Members and Stakeholders

- 7.1. Schemes included in the two-year LIP Delivery Plan will have non-statutory and any necessary statutory consultation completed as part of the planning, design and delivery process. In addition, certain schemes will also be subject to more in depth, creative community engagement to ensure that schemes provide the full range of benefits to those areas in which they are introduced. Where objections and/or representations are received and they cannot be resolved or removed through further design changes and achieved within funding available, these will be referred to Cabinet for further consideration.

8. Human Resources/Property Implications (if appropriate)

- 8.1. There are no direct staffing implications arising from this report.

Report sign off:

Peter Gadsdon
Corporate Director Resident Services