



## Highways Committee 19<sup>th</sup> January 2010

### Report from the Head of Transportation

For Action

Wards Affected:  
ALL

### Transportation Local Implementation Plan – Transport for London Capital Allocation 2010-2011

Forward Plan Ref: **E&C: 09/10-29**

#### **1.0 SUMMARY**

- 1.1 The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) allocation from Transport for London (TfL).
- 1.2 This report outlines recent changes to the arrangements for making that allocation, provides details of the LIP allocation and scheme programme for 2010/11 recently confirmed by TfL and seeks approval to implement the schemes and initiatives within that programme.

#### **2.0 RECOMMENDATIONS**

- 2.1 That the Committee notes the TfL capital (LIP) allocation of £4,225,000 for the 2010/11 financial year.
- 2.2 That the Committee instructs the Head of Transportation - subject to compliance with the Council's contract standing orders and financial regulations - to implement the schemes and initiatives set out in this report and ensure their delivery using the allocated budget and resources.
- 2.3 That the Committee authorises the Head of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if he considers the objections or

representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

### 3.0 DETAIL

- 3.1 Following dialogue between TfL, London Council's and the London Boroughs the arrangements for allocating the annual LIP allocation to Boroughs have been changed so as to increase transparency and flexibility, reduce bureaucracy, and to increase the opportunity for Boroughs to take a more holistic approach to scheme development and implementation.

These changes were introduced during 2009 and will apply for the 2010/11 year and beyond.

Following the submission of Brent's annual application in September 2009, TfL confirmed, on 11<sup>th</sup> December 2009, an allocation of £4,225,000 for 2010/11.

- 3.2 The changes in arrangements have seen a consolidation (from 23 to 6) of the number of programmes within the annual allocation and the application of a formula based approach for 3 of the 6 programmes. The three formula-based programmes are 'Neighbourhoods', 'Corridors' and 'Smarter Travel'. The three other (non-formulaic) programmes are 'Maintenance' and 'Area Based Schemes' and "Local Transport Funding".
- 3.3 The types of schemes and initiatives to be developed and implemented within the 'Neighbourhoods', 'Corridors' and 'Smarter Travel' programmes are described in 3.7 to 3.10 of this report.

"Maintenance" comprises the structural maintenance of principal (main) roads and bridges. As in previous years, carriageway condition surveys continue to be used by TfL to make allocations for highways maintenance, whilst bridge allocations are made through an established (LOBEG) prioritisation process.

"Area Based Schemes" sit slightly outside of the annual funding application process and is a mechanism for developing and implementing larger public realm improvement schemes.

"Local Transport Funding" forms the 6th funding heading and provides Boroughs with a, relatively modest, element of funding to utilise at their own discretion.

The funding for each of the three formula-based programmes is fixed for the next three financial years, which provides Boroughs with certainty as to minimum TfL funding levels - a move which has been welcomed.

- 3.4 The funding allocation is to be used to support the sustainable management and improvement of the borough's transport network, and to influence travel decisions, in accordance with the Council's approved LIP policies and to support the overarching policies and objectives set by the Greater London Authority/TfL London and in support of both the existing Mayoral Transport Strategy and the emerging (draft) new Mayoral Transport Strategy.
- 3.5 The 2010/11 allocation represents an excellent allocation in comparison with the London average and continues to maintain Brent Council's position as one of the top-third LIP funded London Boroughs (as has been the case since 1999).
- 3.6 A breakdown of the funding allocation by each of the programme headings is set out in Table 1.

**Table 1: Summary of Brent Council's 2010-2011 TfL LIP funding allocation.**

<b>Programme</b>	<b>Pan-London allocation (£m)</b>	<b>Allocation to Brent (£m)</b>
Maintenance	22.3	0.622
Corridors	50	1,574
Neighbourhoods	35.1	1,148
Smarter Travel	12.5	0.406
Area Based Schemes	24	0.375
Local Transport Funding	3.3	0.100
<b>Total</b>	<b>155</b>	<b>4,225</b>

Early in 2009, Boroughs were provided details of the likely allocation for 2010/11 for each of the 3 formula based programmes. Boroughs were advised that they would be able to vire a small proportion of the allocations between the 3 programmes in order that significant variations between 09/10 and 10/11 allocations could be "smoothed" and so that local variations in need could be taken into account.

Table 2 provides a full programme of the schemes, initiatives and allocations recently approved by TfL against each of the 6 programme headings for 2010/11.

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

- 3.7 **CORRIDORS (C):** Corridor interventions are expected to facilitate the delivery of local safety schemes and bus priority measures, address London Cycle Network gaps, as well as to deliver other local cycling and walking related improvements and bus stop accessibility measures along discrete highway corridors. The original TfL (formula based) indicative allocation was £1,574,000. In consultation with TfL, officers exercised the flexibility the new arrangements introduced and increased the size of the programme and the proposed allocation funding for corridors to **£1,821,000**. This allocation better meets Brent's needs and delivery mechanisms for the package of local implementation plan supporting measures and has been confirmed as the Corridor programme allocation for 2010/11 by TfL.

- 3.9 **NEIGHBOURHOODS (N):** Neighbourhood interventions are expected to facilitate the delivery of 20mph zones, address freight issues, support regeneration aspirations, include environmental and accessibility components and address localised parking problems in discrete areas or neighbourhoods. The original TfL (formula based) allocation was £1,148,000. Again officers have used the flexibility afforded as part of the new process to identify a neighbourhoods programme totalling **£932,000** and this sum has now been allocated by TfL.
- 3.10 **SMARTER TRAVEL (S):** Smarter Travel interventions facilitate the delivery of School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes. The original TfL (formula based) allocation for Smarter Travel was £406,000. Again, officers have utilised the flexibility afforded by the new arrangements to identify a programme of Smarter Travel initiatives totalling **£375,000** for 2010/11 and this sum now has been allocated by TfL.
- 3.11 **AREA BASED SCHEMES (ABS):** Area Based Schemes (ABS) covers Town Centres, Streets for People and Station Access projects. ABS is somewhat detached from the LIP funding application process in that a 'Step 1' application can be submitted to TfL at any time of the year. There is more flexibility to span allocations in respect of ABS allocations across a number of financial years, reflecting the fact that they are usually larger projects/schemes. In Brent, for 2010/11, AB Schemes will focus on improving accessibility to railway stations, namely, Brondesbury.

Longer term, officers will progress a scheme for Harlesden town centre through the ABS 'Step 2' process as part of this LIP funding allocation, with a view to TfL funding a 'Step 3' ABS initiative for the town centre which would see implementation commencing in 2012. Community engagement specialists have been appointed to work alongside the local community as part of the first stage of this initiative.

- 3.12 **LOCAL TRANSPORT FUNDING (LTF):** Local Transport Funding is a relatively small allocation provided to each Borough to use as they see fit – as long as it is used on transport interventions that support the Mayor's Transport strategy and the Borough's LIP. Each Borough has been provided the same allocation of £100k.

It is envisaged that this allocation could be used to "pump prime" projects (undertake feasibility work for example) that could not normally be funded through the other programmes. Officers will identify 3 or 4 suitable projects or initiatives that could be progressed during 2010/11 over the next 6 months.

- 3.13 **Table 2** presents the interventions/schemes Brent has received confirmation of funding for in 2010/11, along with the type of scheme and associated cost. The last column indicates the ward(s) within which the proposed intervention lies.

**Table 2: Detailed breakdown of Brent's Transport for London - Local Implementation Plan - funded transportation interventions, 2010-2011.**

Scheme ref/title	Scheme type	Scheme cost	Wards affected
R-1 A4089 Ealing Road (Bridgewater Road to Mount Pleasant)	Road Maintenance	£272,000	Alperton
R-2 A404 Watford Road from Nos 28 to Nos 74	Road Maintenance	£93,000	Northwick Park
R-3 A4089 Ealing Road( Glacier Way to Bridgewater Road)	Road Maintenance	£81,000	Alperton
R-4 A4006 Kingsbury Road (from Church Lane to Roe Green)	Road Maintenance	£114,000	Fryent
R-5 A4089 Bridge Road (approach to Forty Lane)	Road Maintenance	£55,000	Wembley Central/Barnhill
Residual sum to be allocated	Road Maintenance	£7,000	tbc
<b>Sub-total for (R)</b>		<b>£622,000</b>	
C-1 Willesden Green Corridor	Corridor	£282,000	Willesden Green
C-2 Harlesden Town Centre	Corridor	£150,000	Harlesden
C-3 Harrow Road	Corridor	£300,000	Wembley Central/Tokyngton
C-4 Drury Way-Gt. Central Way	Corridor	£70,000	Stonebridge
C-5 Church Lane-Tudor Gardens	Corridor	£130,000	Barnhill/Welsh Harp/Fryent
C-6 Blackbird Hill-Neasden Lane-Tanfield Gardens	Corridor	£140,000	Barnhill/Welsh Harp/Dudden Hill
C-7 Chamberlayne Road	Corridor	£60,000	Queens Park/Brondesbury Park
C-8 East Lane	Corridor	£110,000	Preston/Northwick Park
C-9 Ealing Road-High Road Wembley	Corridor	£30,000	Wembley Central/Alperton
C-10 Park Lane-Wembley Park Drive	Corridor	£115,000	Preston/Wembley Central
C-11 Forty Lane-Bridge Road-Empire Way-Wembley Hill Road (design)	Corridor	£10,000	Tokyngton/Barnhill
C-12 Cricklewood Broadway	Corridor	£168,000	Mapesbury
C-13 Tanfield Avenue-Oxgate Lane	Corridor	£150,000	Dollis Hill
C-14 Fryent Way	Corridor	£15,000	Barnhill
C-15 Bus Stop Accessibility	Corridor	£76,000	Borough-wide
C-16 Review of Brent Corridors	Corridor	£15,000	Borough-wide
<b>Sub-total for (C)</b>		<b>£1,821,000</b>	
N-1 Lydford Road	Neighbourhood	£285,000	Willesden Green/Mapesbury
N-2 Brondesbury Area	Neighbourhood	£170,000	Kilburn
N-3 Lyon Park Avenue	Neighbourhood	£245,000	Alperton
N-4 Cairnfield Area (design & consult)	Neighbourhood	£60,000	Dudden Hill
N-5 Mora/Temple Road (design & consult)	Neighbourhood	£25,000	Mapesbury
N-6 Car Clubs & Electric Vehicles	Neighbourhood	£45,000	Borough-wide
N-7 Brent Freight Quality Partnership	Neighbourhood	£30,000	Borough-wide

N-8 Environmental Health (air quality improvements) schemes	Neighbourhood	£12,000	Borough-wide
N-9 Borough-wide waiting/loading review	Neighbourhood	£30,000	Borough-wide
N-10 Kensal Rise urban realm scheme (conceptual design)	Neighbourhood	£15,000	Queens Park
N-11 Sudbury & Harrow Rd, urban realm scheme (conceptual design)	Neighbourhood	£15,000	Sudbury
<b>Sub-total for (N)</b>		<b>£932,000</b>	
S-1 School Travel Plans (engineering measures)	Smarter Travel	£170,000	Wembley, Preston and Fryent
S-2 Travel Awareness Programme - school travel plans	Smarter Travel	£27,000	Borough-wide
S-3 Travel Awareness - other	Smarter Travel	£25,000	Borough-wide
S-4 Engineering, training & publicity programme	Smarter Travel	£40,000	Borough-wide
S-5 Cycle training programme	Smarter Travel	£60,000	Borough-wide
S-6 WestTrans 'smarter travel' programme	Smarter Travel	£18,000	Borough-wide
S-7 Workplace Travel Plans	Smarter Travel	£10,000	Borough-wide
S-8 School Buses Escort Programme	Smarter Travel	£25,000	Borough-wide
<b>Sub-total for (S)</b>		<b>£375,000</b>	
ABS-1	Area Based Scheme	£375,000	Brondesbury Park
LTF-1	Local Transport Funding	£100,000	Borough-wide / t.b.c
<b>TOTAL FOR ALL INTERVENTIONS</b>		<b>£4,225,000</b>	

### 3.14 Consultation.

Consultation (public and statutory) will be undertaken, as has been the case in previous years, on schemes involving the implementation of new measures (traffic calming, accident reduction measures etc) on the road network.

In that schemes within the neighbourhoods and corridors programmes are likely to involve a more holistic approach (ie a scheme may involve an accident reduction element together with bus and/or cycle priority elements whereas previously schemes generally dealt with each element in isolation) it will be important to present consultation material that details the “whole picture”. It will also be important to explain that, whilst the new approach allows a much more holistic treatment of neighbourhoods and corridors, there will be limitations as to the scope of work that can be undertaken within schemes with in each of the programmes.

As in previous years, maintenance schemes will not be the subject of local consultation although residents and businesses will be involved in the development

of working arrangements, the various notification arrangements will be undertaken and a comprehensive communications plan will be developed and utilised.

### **3.15 Methodology.**

In summer 2009, TfL issued a document titled "LIP Funding Guidance 2010-2011 Transition Year".

Officers used this document to identify the interventions/schemes and associated costs that were submitted to TfL for consideration in September 2009. The submission was based on the following criteria:

- Previously committed (multi-year funded) projects;
- Neighbourhoods or corridors with a disproportionately high (36 month) record of road collision statistics resulting in deaths, serious and minor injuries, using data supplied by the Metropolitan Police;
- 'Network gaps', predominantly in the local cycling and bus networks.

The submission was also informed by recorded complaints, suggestions and concerns received from members, residents and businesses.

This methodology is consistent with TfL thinking and guidance and supportive of their aspirations. It is consistent with the policies and practices set out within the current LIP and is a justifiable and rational approach to sound transport planning methodology that will continue to develop Brent as a safer and more sustainable borough within which to live, work or visit.

### **3.16 In Summary.**

The 2010-2011 Annual Local Implementation Plan (LIP) Funding Application was submitted to TfL, following consultation with the Lead Member for Highways and Transportation, in September 2009.

3.17 In deciding how to allocate funding for LIP proposals, TfL, in consultation with London Councils and the London Boroughs have used a formula based approach for three of the six revised LIP funding application headings.

3.18 TfL have confirmed an allocation, for 2010/11, of £4,225,000 to implement the schemes and initiatives, within the 6 TfL programme areas, shown in Table 2.

The Committee is asked to authorise the Head of Transportation to commence design, consultation and implementation of the schemes and initiatives as shown in the programme in Table 2. Subject to compliance with the Council's standing orders and financial regulations, this Committee is recommended to instruct the Head of Transportation to prioritise the implementation of the programme and to deliver within the financial year 2010/11.

3.19 It is also recommended that authorisation to consider objections to statutory consultation and implementing schemes be delegated to the Head of Transportation. Any objections to the schemes received as a result of non-statutory or statutory consultations would then be given full consideration by the Head of Transportation and reported back to the Committee if the Head of Transportation considers it is appropriate.

#### 4.0 FINANCIAL IMPLICATIONS

4.1 TfL has allocated Brent the amount of £4,225,000 (to the nearest one-hundred thousand pounds) against specific approved programmes, as agreed by TfL in a letter sent to the Chief Executive by Alex Williams, TfL Director of Borough Partnerships, on 11th December 2009. As described previously in this report, additional TfL funding may be forthcoming as a financial year progresses.

4.3 Brent has an excellent track record of securing additional funding as the financial year progresses, as demonstrated in Table 3 'Final Net Spend', below.

4.4 Brent has an excellent track record of delivery and officers in the Transportation Unit have forged excellent working relationships with key TfL personnel who sometimes contact Brent if other boroughs are unable to spend their allocated funds. This can be illustrated by noting the difference between the "Original TfL (BSP/LIP) Allocation (£K)" and the "Final Net Spend (£K)" column:

**Table 3: Final Net Spend.**

Financial Year	Original TfL (BSP/LIP) Allocation (£k)	* Final Net Spend (£k)	# Current allocation (£k)
2003 / 04	6,360	6,953	n/a
2004 / 05	5,129	6,527	n/a
2005 / 06	4,921	7,870	n/a
2006 / 07	5,501	7,156	n/a
2007 / 08	4,794	7,496	n/a
2008 / 09	4,535	n/a	5,846
2009 / 10	5,300**	n/a	5,300**
** As per original TfL allocation letter of 20/11/08" - but likely to be slight changes.		* Final spend includes additional funding/schemes approved by TfL after the original allocation.	# current allocation subject to change



- 4.3 The Transportation Service proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time can be charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no cost to the Council in implementing these schemes.
- 4.4 There is no provision for carry over and all works must be completed by 31<sup>st</sup> March 2011, otherwise the Council would be expected to complete projects from its own funds.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 This Committee has responsibility for scheme approval and management. It is proposed to instruct the Head of Transportation to implement the schemes and ensure delivery.
- 5.2 The vast majority of schemes will be undertaken using the Council's term contracts (otherwise referred to as "call-off contracts") which are in place. Any schemes which are not covered by existing term contracts will be procured in accordance with the Council's contracts standing orders.
- 5.3. Members are requested to authorise the Head of Transportation to consider and reject objections or representations if he thinks appropriate prior to implementing the various schemes following non-statutory and statutory consultation process. This means a further report need not be brought before this Committee prior to implementation if there are no significant or substantial objections to a scheme or package of schemes.

## **6.0 DIVERSITY IMPLICATIONS**

- 6.1 The proposals in this report have been assessed by way of the Equalities Impact Assessment/INRA, supporting the Council's Member and TfL approved "Local Implementation Plan 2006-2011". Officers believe that there are no diversity implications arising from it. However, specific diversity implications relating to individual schemes will be identified and addressed as part of individual consultations that are carried out as part of the scheme designs and development, prior to implementation,

## **7.0 STAFFING IMPLICATIONS**

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

## **8.0 ENVIRONMENTAL IMPLICATIONS**

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

## **BACKGROUND INFORMATION**

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

### **Background papers:**

- Brent Local Implementation Plan Funding Application (2010-2011) Transition Year Guidance - 2009;
- TfL letter of notification - 11th December 2009.

**Richard Saunders**