



Cabinet Committee
15 September 2014

**Report from the Strategic Director of
Environment and Neighbourhoods**

For Action

Wards Affected:
ALL

**Brent Local Implementation Plan (LIP) Submission For
2015/16 -2017/18**

1.0 SUMMARY

- 1.1 The primary source of funding for schemes and initiatives to improve transport infrastructure and travel behaviour in Brent is Local Implementation Plan (LIP) funding, which is allocated through Transport for London (TfL). LIP set out how London boroughs will deliver better transport in their area, in the context of local and regional transport priorities and the overarching Mayor's Transport Strategy (MTS).
- 1.2 This report seeks the approval of Cabinet to submit the 2015/16 LIP to TfL and following the approval of that body, to implement the schemes and initiatives within the submitted/approved LIP programme and funding.

2.0 RECOMMENDATIONS

- 2.1 That Cabinet notes the 2015/16 TfL provisional LIP allocation of £3,473,000.
- 2.2 That Cabinet approves the proposed 2015/16 programme of LIP schemes, as set out in **Appendix A** of this report, through application of the priority assessment tool described in this report and, subject to TfL approval in autumn 2014, instructs the Head of Transportation to deliver this programme using the allocated budget and resources available.
- 2.3 That Cabinet authorises the Head of Transportation to undertake any necessary statutory and non-statutory consultation and consider any objections or representations regarding the schemes set out in **Appendix A** of this report. If there are no objections or representations, or the Head of Transportation considers the objections or representations are groundless or insignificant, the Head of Transportation is authorised to deliver the schemes set out in **Appendix A** of this report. Otherwise, the Head of Transportation is authorised to refer objections or representations to the Highway Committee for further consideration.

- 2.4 That Cabinet notes the scheme allocations are provisional and that schemes may be subject to change during development and following the consultation process.
- 2.5 That Cabinet authorises the Head of Transportation to vire scheme allocations where necessary (eg. pending the outcome of detailed design and consultation) within the overall LIP budget, in consultation with the Lead Member for Environment and Neighbourhoods and in accordance with financial regulations.

3.0 THE LIP BIDDING PROCESS

- 3.1 The Council receives a fixed block of capital funding annually from TfL. The funding is made available through section 159 of the GLA Act and is called LIP funding. This is for the specific purpose of investing in transport related programmes and cannot legally be spent on other activities.
- 3.2 The amount of funding allocated to each borough is determined through a needs-based formula focussed on achievements of objectives and outcomes. The formula (developed by TfL in conjunction with London Councils) assesses need based on a set of metrics relating to four transport themes:
- Public transport – bus reliability, bus patronage.
 - Road safety – monetary value of all casualties (killed, serious and slight) on all roads in the borough.
 - Congestion and environment – vehicle delay, CO₂ emissions from transport.
 - Accessibility – residential population weighted by index of deprivation.
- 3.3 The indicators included in the formula are intended to reflect both:
- The scale of the borough and its transport demand / network (number of bus users, residential population, etc.) to ensure that larger boroughs with more users get extra funding.
 - Policy outcomes or severity of transport problems (casualties, bus punctuality, etc.) to ensure funding is directed to boroughs where it is needed most and can make the biggest difference.
- 3.4 In July 2014 TfL informed the Council of its provisional LIP allocation of £3,473,000 for 2015/16 as part of issuing the guidance document for the process of compiling and submitting the annual Spending Submission.
- 3.5 TfL Guidance stipulates that the LIP financial allocation is to be used to support the “sustainable management and improvement of the borough’s transport network, and to influence travel decisions”. This accords with the Council’s approved LIP policies and supports the overarching policies and objectives set by the GLA/TfL in support of the MTS.
- 3.6 The funding submission that must be submitted to TfL spans a series of overarching headings, as follows:

Table 1: LIP funding categories (TfL)

LIP Heading	Description
Corridors & Neighbourhoods	Holistic or area-based schemes, including bus priority, cycling, walking, safety measures, regeneration, environment, accessibility and controlled parking zones.
Major Schemes	Major schemes lie outside of the annual funding application process. Kingsbury is Brent's current Major Scheme Project.
Supporting Measures	Cycle training, car clubs, installation of electric vehicle charging points, school and workplace travel plans, and instigating behavioural change to travel options.
Local Transport Funding	Since 2009/10, TfL has allocated £100k per borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act.
Principal Road Renewals	Structural maintenance of principal (main) roads. Carriageway condition surveys are used by TfL to make allocations for highways maintenance.
Bridge Strengthening	Structural maintenance of bridges. Allocations are made through an established prioritisation process.

3.7 The 2015/16 Spending Submission for 'Corridors and Neighbourhoods' and 'Supporting Measures' must be submitted to TfL no later than Friday 3rd October 2014.

3.8 Programmes for other LIP funding categories listed in Table 1 are submitted to TfL separately to this submission.

4.0 LIP PERFORMANCE TARGETS

4.1 Brent's LIP2 (Brent's current statutory transport plan under the Greater London Authority Act 1999) required that interim targets should be set for transportation performance, with longer-term targets identified for a future end date when the impact of sustained investment will have had a chance to take effect.

4.2 Boroughs were required to present details of each target set, including the base year and baseline data used. Targets were illustrated by way of trajectories, with annual milestones for each of the agreed mandatory targets, which include:

- Mode share
- Bus reliability
- Asset condition
- Road traffic casualties
- Carbon Dioxide (CO₂) emissions.

4.3 TfL have set the long-term 2025 performance targets for boroughs; and supply data annually to report on boroughs' progress in maintaining the trajectory towards achieving their long-term performance goals.

4.4 TfL requires boroughs to provide annual updates of progress in achieving LIP performance targets. An update will be submitted to TfL at the same time as this LIP submission.

5.0 LIP SCHEMES DELIVERED 2014/15

5.1 During 2014/15 a total of £7.76 million is being invested in improving Brent's roads, footways and transport infrastructure. This includes:

- £3.71 million of LIP funding
- £0.40 million S106 developer contributions
- £3.55 million of Brent Capital funding to maintain and improve the highway network

5.2 In 2014/15, Brent benefitted from £219,000 of additional funding provided by the Department for Transport for additional Principal Road Renewal.

6.0 THE 2015/16 SPENDING SUBMISSION

6.1 Brent's 2015/16 provisional LIP allocation of £3,473,000, comprises of:

- £2,461,000 for 'Corridors and Neighbourhoods' and 'Supporting Measures'
- £912,000 for 'Principal Road Maintenance'
- £100,000 of 'Local Transport Funding'

6.2 The provisional LIP allocation for 2015/16 is only a slight reduction (£19,000) from the previous year's allocation of £3,492,000.

6.3 Schemes listed in **Appendix A** relates only to schemes for 'Corridors and Neighbourhoods' and 'Supporting Measures', as applications for 'Principal Road Maintenance' are lodged directly onto TfL's borough portal. The £100,000 for 'Local Transport Funding' is provided to each borough as discretionary spending for transport projects, provided the use is in accordance with section 159 of the GLA Act.

6.4 The 'Corridors and Neighbourhoods', and 'Supporting Measures' elements of the LIP programme includes schemes identified through a number of sources, including:

- Schemes that have the potential to reduce collisions levels.
- Schemes that have been committed in previous years for multi-year funding.
- Schemes that support the MTS outcomes and Brent Borough Plan.
- Strategic schemes that support the Council's regeneration objectives.
- Requests, proposal and suggestions received from members, residents and businesses (e.g. area consultative forums).

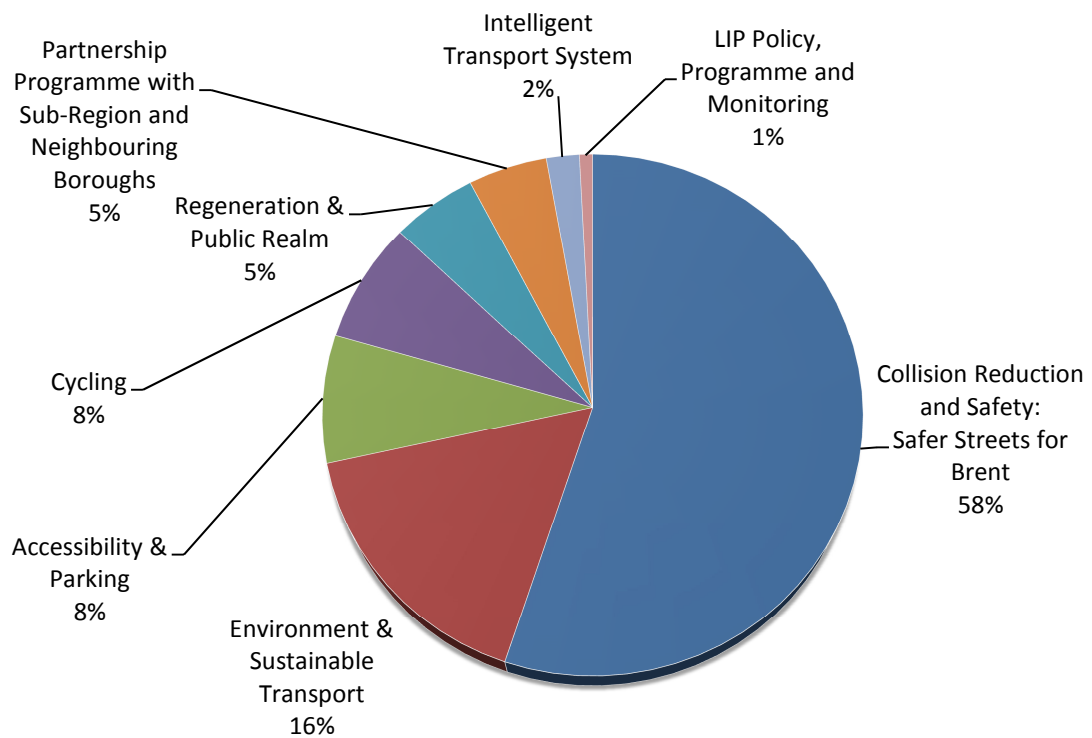
- 6.5 Most notably our focus is on delivering schemes that have the highest potential for collision reduction. Through analyses of Borough-wide collision records streets and areas are identified where there is evidence of a disproportionately high number of collisions resulting in deaths, serious or minor injuries. A list of streets and neighbourhoods is identified where engineering measures have the potential to reduce the number of collisions that could occur in future years. This process is in accordance with TfL's requirement for all boroughs to prioritise funding to road safety projects.
- 6.6 Over the course of a financial year a significant number of requests for infrastructure improvements are received. Given that funding is restricted it is not always possible to satisfy all of the requests the Council receives. A prioritisation model for Brent assists us to rank the infrastructure improvement requests, and hence to develop a draft programme based on our provisional funding allocation.
- 6.7 Potential schemes are assessed by scoring each against the likely benefits that it would deliver. These benefits reflect the priorities stated within regional and sub-regional transport policies, plans and strategies along with Brent's corporate strategic objectives and growth plans. The process involves:
- Each scheme is initially assessed by the collision records for the area or street under consideration – data is input and a score generated depending on the number and types of collisions and casualties on record.
 - The scheme is then assessed against what it would achieve in terms of a range of other strategic outputs, for example benefits to cyclists or pedestrians or a reduction in congestion.
 - Benefits for collision reduction are weighted to ensure that road safety is top priority in the scheme selection process.
 - After each scheme has been scored against the benefits that it would deliver, the total score is calculated and each scheme is ranked by high to low score.
- 6.8 Our provisional LIP funding allocation will allow us to take forward all schemes put forward during the current financial year for further detailed study and/or scheme development. However, if our final LIP allocation is less than the provisional value of £2,461,000 we will need to reduce the size of the programme accordingly and will use priority scores to determine which projects can be taken forward during 2015/16.
- 6.9 **Appendix A** shows the proposed 2015/16 LIP programme and indicates the score that each scheme has attracted through application of the prioritisation model.
- 6.10 The delivery programme is updated as part of a “rolling programme” with every annual spending submission, so schemes are identified not just for the forthcoming financial year but also for the two following years. This utilises one year of “approved” funding and two (future) years of “indicative” funding.
- 6.11 Members will therefore note that indicative funding requirements for 2016/17 and 2017/18 are set out on the draft programme for 2015/16 in **Appendix A**.

These funding requirements are subject to change as schemes are developed and cost estimates refined.

6.12 The Transportation service will prepare substantial improvements to the prioritisation model prior to developing the 2016/17 LIP programme to reflect changes in legislation and improve collaboration with other Council services.

6.13 The following chart illustrates the spend profile of the proposed 2015/16 programme summarised against the broad objectives of Brent's draft Long Term Transport Strategy and the MTS and objectives.

LIP Spend Profile 2015/16



6.14 As part of the planning, design and delivery process, the Transportation service will undertake any necessary non-statutory and statutory consultation and consider any objections or representations to a proposed scheme. If there are no objections or representations, or where the Head of Transportation considers the objections or representations are groundless or insignificant, the necessary Traffic Management Orders will be implemented. Otherwise, objections or representations will be referred to the Highways Committee for further consideration.

6.15 It should be noted that the project costs outlined in **Appendix A** are preliminary high level estimates based on comparable projects recently undertaken within the borough. As such, these estimates are subject to change due to design refinement, responses to community consultation and government policy. In the event that project costs differ from the estimate, the

Head of Transportation will consider options for the virement of available funds to alternative projects as agreed with TfL to the limit of the LIP allocation.

7.0 FINANCIAL IMPLICATIONS

- 7.1 TfL has allocated the Council a provisional sum of £3,473,000 against specific approved programmes. The proposed LIP programme for 2015/16 presented in **Appendix A** is therefore fully funded, although this is subject to final confirmation of the value of the LIP settlement for Brent.
- 7.2 The Head of Transportation proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time is charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no additional cost to the Council in implementing these schemes.
- 7.3 There is no provision for carry over and all works must be completed by 31st March 2016.

8.0 LEGAL IMPLICATIONS

- 8.1 The Greater London Authority Act 1999 (the Act) requires that the London Local Authorities must implement the MTS. This Strategy sets out the transport policy framework for London.
- 8.2 The Council indicates how it will implement the MTS through its LIP which sets out various objectives. The Council is required to submit a spending submission to demonstrate how it will achieve its LIP objectives.
- 8.3 The requirements regarding to publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

9.0 DIVERSITY IMPLICATIONS

- 9.1 The public sector duty set out at 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.
- 9.2 The draft programme described in this report has been assessed by way of an Equalities Impact Assessment (EIA). A copy of this EIA is attached in **Appendix B** of this report.
- 9.3 The EIA has found that the Brent LIP is lawful. It will have many positive benefits for all Brent residents, will improve accessibility for vulnerable groups including disabled people and addresses a number of barriers to transport that people currently face because of their equality characteristics. Although the LIP reduces many of these barriers, we recognise that there will be some remaining transport inequalities and we will continue to take action to address

remaining barriers to accessibility. Each LIP scheme will be subject to consultation and further equalities assessment before implementation.

10.0 STAFFING / ACCOMMODATION IMPLICATIONS

10.1 There are no significant staffing implications arising from this report.

11.0 ENVIRONMENTAL IMPLICATIONS

11.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Council's existing statutory LIP. There are no negative environmental implications of note arising from the funds allocated through the 2015-2016 Brent LIP funding application/settlement.

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Local Implementation Plan (LIP) 2014/15 proposed schemes**Key to Ward Abbreviations**

WARD	ABBREVIATION
- ALPERTON	ALP
- BARNHILL	BAR
- BRONDESBURY PARK	BPK
- DOLLIS HILL	DOL
- DUDDEN HILL	DNL
- FRYENT	FRY
- HARLESDEN	HAR
- KENSAL GREEN	KGN
- KENTON	KEN
- KILBURN	KIL
- MAPESBURY	MAP
- NORTHWICK PARK	NPK
- PRESTON	PRE
- QUEENS PARK	QPK
- QUEENSBURY	QBY
- STONEBRIDGE	STN
- SUDBURY	SUD
- TOKYNGTON	TOK
- WEMBLEY CENTRAL	WEM
- WELSH HARP	WHP
- WILLESDEN GREEN	WLG

Brent Council LIP Three Year Delivery Plan – Neighbourhoods & Corridors and Supporting Measures Schemes

Scheme	Description	15/16 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				15/16	16/17	17/18	
Harlesden Town Centre (Major Scheme)	Supporting LIP funding for Major Scheme – Urban Realm and Road Danger Reduction improvements. Large redevelopment of Harlesden town centre. Improvements to "routes in" to Harlesden town centre 2014/15 and beyond.	Construction	HAR / KGN	40	0	0	7295
Kingsbury Road collision reduction and urban realm	Town Centre Area Scheme including urban realm / traffic improvements. Design development in 2015/16, with consultation and further development in 2016/17. Potential "Major Scheme" (Step 1 Application) to be submitted in 2016/17. Accidents within 36 month period ending April 2012: 35 resulting in 39 casualties.	Design & development	FRY / QBY	70	70	70	3340
Wembley Central Transport Interchange	Town Centre Area Scheme including urban realm / traffic improvements. Design development in 2015/16. Further design development and consultation in 2016/17. Potential "Major Scheme" (Step 1 Application) to be submitted in 2018/19. Accidents within 36 month period ending April 2014: 13 resulting in 14 casualties	Design & development	WEM	20	80	80	675
Watford Road collision reduction	Northwick & John Lyon Roundabouts. Spanning 2 years as requires detailed liaison with LB Harrow. Casualty & Danger Reduction Programme - Accidents within 36 month period ending April 2012: 50 resulting in 74 casualties (KSI=5)	Design & development	NPK	40	150	300	817

¹ Priority scores based on assessment illustrated in Appendix B apply to infrastructure investment proposed within the Borough.

Appendix A

Scheme	Description	15/16 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				15/16	16/17	17/18	
Forty Lane collision reduction	Barn Rise to The Paddocks & Bridge Road/Forty Lane to Wembley Park Station - preliminary design and consultation. Collision Reduction Programme (also to address loading/unloading & parking issues in the area). Accidents within 36 month period ending April 2012: 52 resulting in 63 casualties (KSI=4, Pedestrians=14, right turns=21, dark=18)	Construction	BAR	110	50	0	809
A5 Kilburn High Road Corridor Safety and Urban Realm Scheme	a) Concept scheme developed in conjunction with Camden on boundary road. Encompasses section of Willesden Lane to North of Kilburn Station. b) Significant collision reduction potential c) Preliminary design, consultation in FY14/15 with initial signing works as required. d) Implementation in 15/16 and 16/17- values subject to cost estimate.	Design & development	KIL / BPK	100	260	50	724
Blackbird Hill - Neasden Lane North Collision reduction	Safety improvements A406 to Chalkhill Rd. Collision Casualty/Road Danger Reduction Programme	Design, develop & implement	BAR / WHP	121	10	0	590
Craven Park Road collision reduction	Road safety on walking routes leading in to Harlesden Town Centre - Park Rd to St Thomas's Rd, including urban realm improvements	Construction	HAR / KGN	80	20	0	503
Willessden Lane Coverdale Road to Aldershot Road collision reduction	Preliminary design and consultation undertaken during 2013/14 as part of multi-year programme. Accidents within 36 month period ending April 2012: 36 resulting in 33 casualties (KSI=4, Pedestrians=8, Cyclists=8)	Construction	BPK	10	0	0	485
Coles Green – Dollis Hill – Park View Rd collision reduction	Potential 20mph zone as part of Collision Reduction Programme Accidents within 36 month period ending April 2012: 34 resulting in 38 casualties (KSI=5, Pedestrians=6, P2W=6)	Design, develop & implement	DOL / DNL	240	20	0	448

Appendix A

Scheme	Description	15/16 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				15/16	16/17	17/18	
Church Road Craven Park to Neasden Lane	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties. Accidents within 36 month period ending April 2012: 31 collisions resulting in 33 casualties (KSI=3 , Pedestrians=10)	Design, develop & implement	DNL / HAR	100	10	0	407
Park Parade (High St to Harlesden Road)	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties. Accidents within 36 month period ending April 2012: 14 resulting in 14 casualties (Pedestrians=5)	Design & development	HAR / KGN	55	85	0	379
Hawthorne Road / Bertie Road / Pound Lane Area	Collision Casualty/Road Danger Reduction Programme Accidents within 36 month period ending April 2012: 16 resulting in 20 casualties (KSI=3 Pedestrians=1 , m/cyclists =9)	Design & development	WLG	145	10	0	231
Brent Freight Strategy	Development of a Brent Freight Strategy to guide future initiatives aimed at minimising congestion caused by freight traffic and supporting economic development (including both hard and soft measures). <i>Note: funding for delivery to be sought for through, Brent capital spending, S106 payments and future LIP submissions</i>	Deliver	Borough-wide	45	0	0	222
Brent Cycling Strategy	Development of a Brent Cycling Strategy to guide future cycling initiatives (including both hard and soft measures). <i>Note: funding for delivery to be sought for through Mayor's cycling fund, Brent capital spending, S106 payments and future LIP submissions</i>	Deliver	Borough-wide	45	0	0	129
B413 Carlton Vale Cycling improvements	Conceptual development/preliminary investigation/design work relating to the development of improved cycling infrastructure along the B413 Carlton Vale corridor. <i>Note: future funding may be available from Mayor's cycling fund.</i>	Design & development	KIL / QPK	10	0	0	121

Appendix A

Scheme	Description	15/16 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				15/16	16/17	17/18	
School Travel (Walk and Cycle) supporting engineering measures around STP schools	Development and delivery of accessibility and pedestrian safety measures around and on the routes to various schools, including places with barriers to walking in the borough.	Design, develop & implement	Borough-wide	225	225	225	137
School Travel (Walk and Cycle) supporting non-engineering measures around STP schools	Smarter Travel interventions linked to the development of School Travel Plans (STPs) across Brent. Funding used for supporting materials for STP work within schools.	Design, develop & implement	Borough-wide	45	45	45	-
Bus Stop Accessibility Programme	Ensuring bus user accessibility to Brent's bus stops continues to improve. Examples include higher kerb-lines to facilitate wheelchair/ramp access and ensuring bus passengers do not alight onto grass verges.	Design, develop & implement	Borough-wide	85	80	80	-
Waiting & loading reviews	Development and delivery of new/review existing waiting & loading restrictions/addressing problematic locations in the borough.	Design, develop & implement	Borough-wide	80	80	80	-
Accessibility & Disabled person's parking places	Providing disabled persons parking spaces across Brent to improve accessibility for disabled persons.	Design, develop & implement	Borough-wide	30	30	30	-
Bike It Project, Sustrans/Brent	A partnership project with Brent NHS, Sustrans have been commissioned to lead on this targeted cycling development project, offering training and promoting the health/lifestyle benefits of cycling.	Design, develop & implement	Borough-wide	30	30	30	-
Signing & lining reviews	Reducing sign clutter throughout the Borough. Specifically reviewing A404 Corridor from Northwick Park roundabout to Kilburn Lane.	Design, develop & implement	Borough-wide	25	25	25	-
Intelligent Transport System Development	Funds for progression of feasibility to preliminary design for enhanced ITS systems within Borough in conjunction with WestTrans and TFL Roads Taskforce, to include enhanced VMS and congestion	Design & Development	Borough-wide	50	50	10	204

Appendix A

Scheme	Description	15/16 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				15/16	16/17	17/18	
	monitoring / real time information provision across West London.						
Adult & child cycle training programme	An annual programme of cycle training activity delivered on behalf of the Council by Cycle Training UK.	Deliver	Borough-wide	100	100	100	-
Stanmore-Thames cycle route	Brent's contribution to LB Harrow's (lead borough) Major Scheme - Cycling Improvements (FY 2014-15 scheme) for a proposed route traversing Brent.	Design & development	Multiple	50	30	0	-
School Buses Escort Programme	Continued support for addressing anti-social behaviour on key bus routes in Brent whereby funding is used for a human presence on troublesome routes/services to ensure successful operation of public transport in the borough and limiting police time.	Deliver	Borough-wide	30	30	30	-
Education, Training & Publicity (ETP) initiatives	Road danger reduction related activities across the borough, such as awareness raising campaigns and other promotional activities related to making a Brent's roads safer for all users. Increased allocation which now incorporates the highly successful and well received " <i>Theatre in School</i> " Programme.	Deliver	Borough-wide	50	50	50	-
Travel awareness programme	Travel awareness work such as events and promotional activities, magazine articles and adverts to further promote and raise awareness for sustainable transport across Brent.	Deliver	Borough-wide	25	25	25	-
Environmental health initiatives – Air Quality	Continued support for Brent's Environmental Health team for localised air quality monitoring linked to motor-borne air pollution/roadside diffusion tubes and reports/studies linked to this area. Linkage with WestTrans/sub-regional air quality monitoring.	Deliver	Borough-wide	15	15	15	-
Workplace Travel Plans	Brent-wide support for the work of Brent's policy/sustainable transport team relating to the development of workplace travel plans within the borough.	Deliver	Borough-wide	20	20	20	-

Appendix A

Scheme	Description	15/16 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				15/16	16/17	17/18	
West Sub-region Travel Planners	Brent's contribution to the travel-planning support provided to the borough by the West London Travel Planners - based in Ealing (via the "WestTrans" Partnership).	Deliver	Borough-wide	40	40	40	-
Installation of Electric Vehicle Charging Points (EVCPs).	To facilitate the delivery of electric vehicle charging points (EVCPs) in Brent	Deliver	Borough-wide	5	5	5	-
Car Clubs	Delivering TMOs, signs and lines for on-street bays to promote the concept of car clubs and attempting to increase for demand for car clubs - particularly in the north of Brent. If demand increases and new car club locations are suggested by operators, then an element of the "local transport fund" is used for signs/lines/TROs.	Deliver	Borough-wide	5	5	5	-
Urban Realm / Street Trees	To facilitate the planting of new, shallow-rooting street trees linked to urban realm improvement projects across Brent.	Deliver	Borough-wide	20	20	20	-
LIP Policy, programme & monitoring	Resource related funding for development work relating to future year's LIP schemes/programme	Deliver	Borough-wide	20	20	20	-
High St Harlesden Park Parade to Furness Road	Improving pedestrian facilities on desire lines to address high levels of pedestrian casualties. Accidents within 36 month period ending April 2012: 21 resulting in 25 casualties (KSI=3, Pedestrians = 6, Cyclists=3, P2W=9, right turn=7 dark=9)	Deliver	KGN	100	10	0	
Ealing Road South Bridgewater Rd to Alperton Lane	Collision Casualty/Road Danger Reduction Programme	Design	ALP	20	90	10	

Appendix A

Scheme	Description	15/16 Stage	Affected Ward(s)	Scheme Value (£k)			Priority Score ¹
				15/16	16/17	17/18	
Burnley Road Melrose Avenue Anson Rd 20mph Area	Collision Casualty/Road Danger Reduction Programme	Design	MAP / DNL	25	220	20	
HTC Area Harlesden Rd (Park Parade to Robson Ave)	Collision Casualty/Road Danger Reduction Programme	Design	WLG / KGN	20	50	10	
Review/amendments of existing and future 20mph zones	Boroughwide 20mph review	Design, develop & implement	Borough-wide	20	20	20	
High Rd Willesden Gowan Rd to West of Hawthorne Rd	36 months to March 2014 - Total Accidents 21 resulting in 22 casualties - 4 KSI . (Accidents within 36 month period ending March 2014).	Design	WLG	20	50	0	
A5 North of Ashford Rd to S of Yew Grove	36 months to March 2014 - Total Accidents 43 resulting in 43 casualties - 8 KSI (Accidents within 36 month period ending March 2014).	Design	MAP	20	85	10	
Kenton Rd W of Nash Way to E of Upton Gdns	36 months to March 2014 - Total Accidents 25 resulting in 35 casualties - 2 KSI (Accidents within 36 month period ending March 2014).	Design	KEN	20	90	10	
Brentfield Rd Junction with Knatchbull Rd and extension to temple	36 months to March 2014 - Total Accidents 14 resulting in 20 casualties - 2 KSI (Accidents within 36 month period ending March 2014).	Design	STN	15	85	0	
Salisbury Road	Extension of existing scheme towards Queens Park	Design, develop & implement	QPK	20	0	0	
TOTAL 2015/16 LIP Funding Bid for Neighbourhoods, Corridors and Supporting Measures				£2,461			

Equality Impact Assessment (EIA)Brent Local Implementation Plan 2015/16-2017/18**Brent Council Equality Analysis Form**

1. Roles and Responsibilities: please refer to stage 1 of the guidance	
Directorate: Environment and Neighbourhood Services Service Area: Transportation	Person Responsible: Name: Rachel Best Title: Transportation Planning Manager Contact No: 020 8937 5289 Signed: C McCanna (for R. Best) (21 August 2014)
Name of policy: Brent Local Implementation Plan 2015/16-2017/18	Date analysis started: 30/07/2014 Completion date: 21/08/2014 Review date:
Is the policy: New	Auditing Details: Name: Sarah Kaiser Title: Head of Equality Date: 18 August 2014 Contact No: x4521 Signed: S Kaiser (21 August 2014)
Signing Off Manager: responsible for review and monitoring Name: Tony Antoniou Title: Head of Transportation Date: 21 August 2014 Contact No: 020 8937 5151 Signed: T. Antoniou (21 August 2014)	Decision Maker: Name: Cabinet Date: 15 September 2014

2. Brief description of the policy. Describe the aim and purpose of the policy, what needs or duties is it designed to meet? How does it differ from any existing policy or practice in this area?

Please refer to stage 2 of the guidance.

The Brent Local Implementation Plan 2015/16-2017/18 (LIP) is an annual funding submission made by Brent to Transport for London (TfL). Each year, Brent is awarded a provisional funding level, for which we submit a programme of schemes which support the “sustainable management and improvement of the borough’s transport network, and to influence travel decisions” (TfL, 2014, 2015/16 LIP Guidance). A report to Cabinet describes the use of the provisional capital investment and Members are asked to note the funding available and approve the proposed use of the funding. This accords with the Council’s approved LIP 2011-14 Transport Plan and supports the overarching policies and objectives set by the Greater London Authority (GLA)/TfL in support of the Mayor’s Transport Strategy.

Brent has been provided funding under the LIP scheme each year since 2004, with the Borough completing annual spending submissions, such as this one. The last Equality Impact Assessment was undertaken in 2013.

3. Describe how the policy will impact on all of the protected groups:

The LIP has been prepared to enhance the highway environment and safety for all and to promote equality. Many of the policies and priorities outlined in the Mayor’s Transport Strategy are supported by Brent Borough Plan objectives. Each of the proposals included within the LIP submission have been assessed for their potential impact from an equalities perspective.

The LIP will have an effect on every member of the community in Brent. However, it is specifically geared to reducing barriers to accessibility for certain groups such as disabled people, people with learning needs, people facing social exclusion, and more vulnerable users of the transport network, including women and children travelling at night and people from black, Asian and minority ethnic backgrounds (BAME). There are specific Brent documents and national legislation/policies in place to make the local environment inclusive for these groups:

- Brent Local Plan;
- Brent’s Air Quality Action Plan (2005);
- Previous Local Implementation Plan submissions;
- Traffic Management Act (2004);
- Brent Council Spending Plan 2014-2015;
- Brent’s Corporate Strategy;
- Brent’s Regeneration Strategy 2010-2030;
- Draft Brent Development Management Policies
- National Planning Policy Framework (2012) and associated Planning Practice Guidance

There are many longstanding barriers to equal access to transportation in Brent, which are gradually being addressed. These include, but are not limited to,

accessible public transport infrastructure, street clutter and limited access to cycling.

As of February 2014, 100% of London Buses were low floor models which provide access to wheelchair users and easier boarding for older persons and parents with children, however only 72% of bus stops across London are accessibility compliant (TfL Accessibility Implementation Plan, 2012). TfL aim to increase this to 95% by the end of 2016. Economic and delivery constraints limit the ability to improve this faster than currently planned.

Street clutter (such as excess signs, guard rails and bollards) can provide obstacles to disabled people, older people and pregnant persons.

Brent, along with other local authorities, TfL and the GLA, see increasing cycle use as a key measure in reducing congestion, improving lifestyles and reducing pollution. The London Travel Demand Survey, published annually by Transport for London, combined with anecdotal evidence from Brent and TfL transport planners demonstrate how cycling is a mode of transport which is dominated by white male residents of Brent, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. The LIP includes several cycling infrastructure projects, including development of signposted quieter routes away from major roads which aim at redressing this disparity as well as a broadened appeal for women, older people and BAME people to partake in cycling.

The London Travel Demand Survey also shows how women and the BAME population are more likely to use buses than the average London resident. This suggests that these groups, along with disabled people will benefit from all improvements to bus accessibility.

Statistical evidence shows that in Brent, young people are more likely to walk and the BAME population, and particularly African-Caribbean children, are more vulnerable road users. Highway, public realm improvements and road safety education will reduce risk for these groups.

All new infrastructure will be constructed and certified to the latest relevant standards which are fully compliant with equitable access for all protected groups. Consultation will be undertaken for each individual scheme which will address the particular impacts on people with all of the protected characteristics and include responses within the scheme to be delivered. As yet, there is no evidence to suggest any of the schemes within the LIP will have an adverse impact on any of the groups listed.

Projects included within the LIP are distributed across all wards of the borough and should benefit all residents, and particularly residents who have particular transport needs because of their equality characteristics.

Please give details of the evidence you have used:

A mixture of qualitative and quantitative data has been used to form a judgement.

- London Travel Demand Survey (2013), Transport for London
- Brent 2011 Census Profile (2013), London Borough of Brent
- Brent Ward Diversity Profiles 2011-2014 (2014), London Borough of Brent
- TfL Accessibility Implementation Plan (2012), Transport for London

Information which has been used in developing the LIP includes crash statistics and hotspot analysis, TfL's iBus system, contributions toward meeting the Mayor's

Transport Outcomes and Brent Borough Plan, and requests submitted by Councillors and local residents.

4. Describe how the policy will impact on the Council's duty to have due regard to the need to:

(a) Eliminate discrimination (including indirect discrimination), harassment and victimisation;

The LIP supports the Council's duty to eliminate discrimination by providing additional infrastructure and services to meet the needs of all communities (including all protected groups). Schemes will be assessed on a case-by-case basis as part of the consultation process once final designs have been developed.

(b) Advance equality of opportunity;

A number of projects within the LIP are directed at improving transport (particularly public transport, walking and cycling) and supporting local shopping centres in the borough through improving the public realm. These projects provide improved ability for the Council and the local community to provide equal opportunity to all members of the community. Urban realm improvements in particular provide increased opportunity for mobility for disabled or elderly persons to access a greater variety of work or shopping options within their local community. The following table contains a list of projects and their respective impacts.

Scheme	Ward (s)	Impact		
		Positive	Negative	Neutral
Harlesden Town Centre (Major Scheme)	Harlesden, Kensal Green	Age - 29.1% of the Harlesden population is under 18. Improvements to walking and cycling infrastructure will improve access to services Disability – 15% of Harlesden residents and 14% of Kensal Green residents say their day to day activities are limited due to disability. Urban realm improvements and removal of street clutter will improve access for disabled people.		Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
Kingsbury Road collision reduction and urban realm improvements	Fryent, Queensbury	Age – Queensbury and Fryent have significant populations aged over 65 (approximately 12%). Urban realm improvements and removal of street clutter will improve access and legibility		Gender re-assignment, Pregnancy and Maternity, Religion or belief, Sex and Sexual Orientation

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		<p>for residents.</p> <p>Race – As BAME children are particularly vulnerable for collisions, this group will see more benefits out of this scheme</p> <p>Disability – While this area does not have a significantly high proportion of disabled people, Urban realm improvements and removal of street clutter will improve access for all members of the community.</p>		
Wembley Central Transport Interchange	Wembley Central	<p>Age – As a major interchange for the borough, improvements will make it easier for all young and elderly people to use public transport.</p> <p>Disability - As a major interchange for the borough, improvements will make it easier for all disabled people to use public transport, including the 15.2% of residents in Wembley Central who say their day to day activities are limited due to disability.</p>		Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
A5 Kilburn High Road Corridor Safety and Urban Realm Scheme	Kilburn, Brondesbury Park	<p>Age – Brondesbury Park has a significant population aged over 65 (approximately 12%). Urban realm improvements and removal of street clutter will improve access and legibility for elderly residents.</p> <p>Disability – 29.6% of Brondesbury Park residents and 29.2% of Kilburn residents say their day to day activities are limited due to disability. Urban realm improvements and removal of street clutter will improve access for these people.</p>		Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
Brent Freight Strategy	Borough-wide	Not yet known. This strategy will be subject to further equalities analysis as part of its consultation process		
Brent Cycling Strategy	Borough-wide	Not yet known. This strategy will be subject to further equalities analysis as part of its consultation process		
B413 Carlton Vale Cycling improvements	Kilburn, Queen's Park			Age, Disability, Gender re-

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				assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
School Travel (Walk and Cycle) supporting engineering measures around STP schools	Borough-wide	Age – Brent is a young borough, with almost 25% of the population aged under 18. This project will provide infrastructure to support school travel plans and improve safety for these children.		Disability, Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
School Travel (Walk and Cycle) supporting non-engineering measures around STP schools	Borough-wide	Age – Brent is a young borough, with almost 25% of the population aged under 18. This project will provide non-engineering measures (such as education and training) to support school travel plans and improve safety for these children.		Disability, Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
Bus Stop Accessibility Programme	Borough-wide	Age, Disability, and Pregnancy and Maternity – As part of a continuing commitment to remove accessibility barriers to public transport, this scheme will rebuild bus stops to meet current accessibility standards to the benefit of elderly and disabled people as well as current and expectant parents.		Gender re-assignment, Race, Religion or belief, Sex and Sexual Orientation
Accessibility & Disabled person's parking places	Borough-wide	Disability – This scheme will provide new or improved disabled parking spaces where a need is identified across the borough.		Age, Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
Education, Training & Publicity (ETP) initiatives	Borough-wide	Age – Brent is a young borough, with almost 25% of the population aged under 18. This project is specifically aimed at teaching road safety to school children and improve safety. Race – As BAME children are particularly vulnerable for collisions, further education in road safety will particularly benefit this group.		Disability, Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
Travel awareness programme	Borough-wide	Age, Disability,		

		<p>Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation – This scheme, while not specifically targeted at any group, aims to improve knowledge and awareness of transport options. This can be of particular use to residents who feel constrained or at risk when travelling.</p>		
<p>Environmental health initiatives – Air Quality</p>	Borough-wide	<p>Disability – Air quality is of particular concern to disabled residents of the borough who may suffer from long-term respiratory illnesses, such as asthma.</p>		Age, Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
<p>Urban Realm / Street Trees</p>	Borough-wide	<p>Age, Disability – Urban realm improvements and removal of street clutter will improve access and legibility for all members of the community. This scheme is particularly targeted at areas with reports of constrained access.</p>		Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
<p>Burnley Road Melrose Avenue Anson Rd 20mph Area</p>	Mapesbury, Dudden Hill	<p>Age – Managing speeds on local streets will reduce the risk of collision with children playing in streets or with elderly people when crossing the road. Disability – disabled people may take longer to cross roads or have diminished reaction times. Managing speeds reduces the risk of collision with disabled people.</p>		Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation
<p>Review/amendments of existing and future 20mph zones</p>	Borough-wide	<p>Age – Managing speeds on local streets will reduce the risk of collision with children playing in streets or with elderly people when crossing the road. Disability – disabled people may take longer to cross roads or have diminished reaction times. Managing speeds reduces the risk of collision with disabled people.</p>		Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation

Scheme group type	Location	Ward	Impact		
			Positive	Negative	Neutral
Collision reduction schemes	Salisbury Road	Queen's Park	<p>Age – Brent is a young borough, with almost 25% of the population aged under 18. This project is specifically aimed at teaching road safety to school children and improve safety.</p> <p>Race – As BAME children are particularly vulnerable for collisions, this group will see more benefits out of this scheme.</p>		Disability, Gender re-assignment, Pregnancy and Maternity, Religion or belief, Sex and Sexual Orientation
	Brentfield Rd Junction with Knatchbull Rd and extension to temple	Stonebridge			
	High Rd Willesden Gowan Rd to West of Hawthorne Rd	Willesden Green			
	A5 North of Ashford Rd to S of Yew Grove	Mapesbury			
	Kenton Rd W of Nash Way to E of Upton Gdns	Kenton			
	HTC Area Harlesden Rd (Park Parade to Robson Ave)	Willesden Green, Kensal Green			
	High St Harlesden Park Parade to Furness Road	Kensal Green			
	Ealing Road South Bridgewater Rd to Alperton Lane	Alperton			
	Blackbird Hill - Neasden Lane North Collision reduction	Barnhill, Welsh Harp			
	Craven Park Road collision reduction	Harlesden, Kensal Green			
	Willesden Lane Coverdale Road to Aldershot Road collision reduction	Brondesbury Park			
	Coles Green – Dollis Hill – Park View Rd collision reduction	Dollis Hill, Dudden Hill			
	Church Road Craven Park to Neasden Lane	Dudden Hill, Harlesden			
	Park Parade (High St to Harlesden Road)	Harlesden, Kensal Green			
	Hawthorne Road / Bertie Road / Pound Lane Area	Willesden Green			
Watford Road collision reduction	Northwick Park				
Forty Lane collision reduction	Barnhill				
Cycling Infrastructure and services	Bike It Project, Sustrans/Brent	Borough-wide	<p>Age, Race, Sex – This scheme provides discounted cycle training to residents, particularly those who are less confident on a bicycle, such as</p>		Disability, Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief and Sexual Orientation
	Adult & child cycle training programme	Borough-wide			

	Stanmore-Thames cycle route	Multiple	children, elderly people, women and minority populations to take up cycling as an alternative mode of transport.		
Borough-wide Council projects	LIP Policy, programme & monitoring	Borough-wide			Age, Disability, Gender re-assignment, Pregnancy and Maternity, Race, Religion or belief, Sex and Sexual Orientation – This scheme does not directly affect any protected group, however these groups will be consulted as part of the scheme.
	Workplace Travel Plans	Borough-wide			
	West Sub-region Travel Planners	Borough-wide			
	Installation of Electric Vehicle Charging Points (EVCPs)	Borough-wide			
	Car Clubs	Borough-wide			
	School Buses Escort Programme	Borough-wide			
	Signing & lining reviews	Borough-wide			
	Intelligent Transport System Development	Borough-wide			
	Waiting & loading reviews	Borough-wide			

(c) Foster good relations

All schemes listed in the LIP will be subject to further consultation prior to implementation, which will provide an opportunity for the community to come together and discuss a project and ensure that issues which may cause tension within the community may be resolved prior to implementation.

5. What engagement activity did you carry out as part of your assessment? Please refer to stage 3 of the guidance.

i. Who did you engage with?

Engagement for this LIP spending submission was internal only within the Council, however, as part of the overarching Local Implementation Plan 2011 -14 (statutory transport plan), officers consulted widely on the types of schemes that would feature in future years spending submissions.

Consultation (public and statutory) is undertaken on schemes involving the implementation of new measures and associated parking restrictions (traffic calming, casualty reduction measures etc.). Community groups, including those representing disabled people, local Members and businesses are consulted as well as residents in the immediate area. Comments received are considered in deciding whether or not to implement schemes with or without amendments. Anything with a potential adverse impact on the community would be identified at the scheme development / pre-implementation stage.

ii. What methods did you use?

For the overarching LIP consultation methods included:

- Articles in Brent Magazine. The LIP process and future spending submission process was explained and gave information in how to take part in the consultation.
- Presented at all Area forums
- Reported to Highways Committee for debate and discussion, which the public can attend.

For this years spending submission included:

- Workshop with Transportation officers
- Collation of requests from the public over the previous year

iii. What did you find out?

From previous studies, we knew there are existing barriers to transport for all protected groups, and that Brent, along with the GLA, TfL and other local authorities, operate programmes aimed at resolving these barriers.

All colleagues supported the continuation of existing programmes aimed at improving accessibility for disabled persons and people who have additional transport needs or face barriers in accessing transport because of their equality characteristics.

iv. How have you used the information gathered?

Widespread support for existing accessibility programmes, along with their support within the prioritisation matrix approved at Executive has led to the planned continuation of these programmes within the current funding year (2015/16) and across the forward plan to 2017/18.

v. How has it affected your policy?

No specific changes to this LIP submission were made as a result of these consultations, however it has been recognised that the existing prioritisation model does not prioritise the resolution of existing barriers to transport accessibility. Brent was unable to address this issue in preparing its 2015/16 LIP submission, however this will be addressed as part of a broader scale review of the entire LIP process in 2015, prior to submission of the 2016/17 LIP.

6. Have you identified a negative impact on any protected group, or identified any unmet needs/requirements that affect specific protected groups? If so, explain what actions you have undertaken, including consideration of any alternative proposals, to lessen or mitigate against this impact.

Please refer to stage 2, 3 & 4 of the guidance.

There are many existing barriers to transport accessibility for people with all equality characteristics, particularly disabled access, street clutter, road safety, access to cycling and travel awareness. Due to operational limitations, this LIP submission is not able to resolve all these barriers, however it will, along with all other projects delivered by Brent, TfL or the GLA, make a contribution to minimising their relative spread and severity over time.

The table below lists the improvements to be made by this LIP and unmet needs for each protected group.

Protected Characteristic	Comments
Age	<p>Schemes and initiatives will improve accessibility and safety for all users, including those that are more vulnerable such as older people with mobility difficulties and young children.</p> <p>There will be some remaining barriers to accessibility for older and younger people including locations where existing street clutter and road safety issues are not being addressed and Brent will continue to address these as operational factors permit.</p>
Disability	<p>All schemes included in the LIP will be constructed and certified in accordance with existing design standards which have been developed to meet the requirements of various disabilities and include measures to improve accessibility. Consultation will be undertaken for each project to ensure this on a case-by-case basis. Remaining barriers include street clutter, inaccessible bus stops, air quality and travel awareness. Brent will continue to address these as operational factors permit.</p>
Gender re-assignment	<p>Travel Awareness schemes will be advantageous for this protected group. Consultation will be undertaken for each project to ensure this on a case-by-case basis.</p> <p>Travel Awareness and security will continue to be a barrier to transport, however Brent will continue to address this as operational factors permit.</p>
Pregnancy and maternity	<p>Accessibility improvements and Travel Awareness schemes will be advantageous for this equality strand. Consultation will be undertaken for each project to ensure this on a case-by-case basis.</p> <p>Remaining barriers include street clutter, inaccessible bus stops, air quality and travel awareness. Brent will continue to address these as operational factors permit.</p>
Race	<p>All racial groups will benefit from road safety, travel awareness and education programs, however BAME people will particularly benefit as statistical evidence suggests that BAME and particularly African-Caribbean children are more vulnerable road users. Cycling schemes also aim to encourage more people of all ethnic backgrounds to take up cycling as an alternative mode of transport. Consultation will be undertaken for each project to ensure this on a case-by-case basis.</p> <p>Remaining barriers include road safety, bus accessibility, and travel awareness and security. Brent will continue to address these as</p>

	operational factors permit.
Religion or belief	<p>Travel Awareness schemes will be advantageous for this protected group. Consultation will be undertaken for each project to ensure this on a case-by-case basis.</p> <p>Travel Awareness and security will continue to be a barrier to transport, however Brent will continue to address this as operational factors permit.</p>
Sex	<p>While all sexes will benefit from most schemes within the LIP, Cycling and Travel Awareness schemes will particularly benefit women where its clear inequality exists in cycling use (due to safety and confidence concerns) and perception of safety when travelling. Consultation will be undertaken for each project to ensure this on a case-by-case basis.</p> <p>This LIP will not resolve all these issues and they will continue to be a barrier to transport, however Brent will continue to address this as operational factors permit.</p>
Sexual orientation	<p>Travel Awareness schemes will be advantageous for this protected group. Consultation will be undertaken for each project to ensure this on a case-by-case basis.</p> <p>Travel Awareness and security will continue to be a barrier to transport for LGBT people, however Brent will continue to address this as operational factors permit..</p>

Please give details of the evidence you have used:

The aims of the annual spending submission are consistent with the Council's Comprehensive Equality Policy:

Evidence of these existing impacts on protected groups is based on the following sources:

- Reports and complaints regarding accessibility provided by members of the community or councillors;
- Crash statistics, which provide information on casualty numbers, casualty type (vehicle driver, passenger, cyclist, pedestrian, etc.);
- Existing reports published by Transport for London, including the Accessibility Implementation Plan 2012;
- London Travel Demand Survey; and
- Anecdotal evidence provided by the Brent Transportation Service

7. Analysis summary

Please tick boxes to summarise the findings of your analysis.

Protected Group	Positive impact	Adverse impact	Neutral
Age	✓	✓	
Disability	✓	✓	
Gender re-assignment	✓	✓	
Marriage and civil partnership			✓

Pregnancy and maternity	✓	✓	
Race	✓	✓	
Religion or belief	✓	✓	
Sex	✓	✓	
Sexual orientation	✓	✓	

8. The Findings of your Analysis

Please complete whichever of the following sections is appropriate (one only).
Please refer to stage 4 of the guidance.

No major change

Your analysis demonstrates that:

- *The policy is lawful*
- *The evidence shows no potential for direct or indirect discrimination*
- *You have taken all appropriate opportunities to advance equality and foster good relations between groups.*

Please document below the reasons for your conclusion and the information that you used to make this decision.

The equality analysis has found that the Brent LIP is lawful. It will have many positive benefits for all Brent residents, will improve accessibility for vulnerable groups including disabled people and addresses a number of barriers to transport that people currently face because of their equality characteristics. Although the LIP reduces many of these barriers, we recognise that there will be some remaining transport inequalities and we will continue to take action to address remaining barriers to accessibility. Each LIP scheme will be subject to consultation and further equalities assessment before implementation.

9. Monitoring and review

Please provide details of how you intend to monitor the policy in the future.
Please refer to stage 7 of the guidance.

Brent makes revised LIP spending submissions to TfL each year which may continue existing projects and programmes or propose new projects and programmes in place of existing projects. The prioritisation matrix will undergo substantial review in 2015 in include greater emphasis on eliminating barriers to accessibility. This change will require a review of this Equalities Assessment prior to submission of the 2016/17 LIP. Otherwise, where no major changes are proposed to the LIP funding schedules or prioritisation matrix, it's proposed that this EA should remain current for three years. Alternatively, a new EA should be conducted so as to ensure that revised funding priorities do not directly or indirectly create inequality for any protected group. Furthermore, the Council proposes that in the event that the existing EA is called into question, that a new EA is prepared for the following LIP submission, regardless of the age of the existing EA.

10. Action plan and outcomes

Formal consultation will be undertaken as part of each scheme to ensure all protected groups see maximum possible improvements in equality. All scheme designs will consider the requirements of various protected groups and include measures to improve accessibility in accordance with current design standards.

Consultation will be undertaken once final designs are developed, and prior to implementation, however this may or may not occur within the lifespan of this LIP submission.

Strategy development schemes included within the LIP (Brent Cycling Strategy and Brent Freight Strategy) will be subject to further Equalities Assessment as part of their consultation process.

The Transportation team will continue to investigate ways in which travel awareness, safety and education programs can be better targeted toward eliminating inequality such as through targeting of schools with high proportions of BAME students.