



Cabinet
9 December 2019

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

PARK ROYAL LIVEABLE NEIGHBOURHOODS BID

Wards Affected:	Stonebridge
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:	None
Background Papers:	None
Contact Officer(s): <small>(Name, Title, Contact Details)</small>	Alice Lester, Operational Director Regeneration, Growth and Employment 020 8937 6441, Alice.Lester@Brent.gov.uk

1.0 Purpose of the Report

- 1.1 Transport for London (TfL) have an annual discretionary fund for Boroughs to bid for up to £10m to deliver transformational schemes to improve neighbourhoods for walking, cycling and public transport whilst reducing the dominance of the private car
- 1.2 Brent has partnered with Ealing Council and Old Oak Park Royal Development Corporation (OPDC) to improve the Park Royal industrial area. This report seeks agreement to commit up to £1.1m as Brent's contribution if the submission be successful. Delivery, led by OPDC, would be over 3 to 5 years.
- 1.3 The value of the works is £11,581,034. Ealing would contribute £777,500, OPDC £880,000. The deadline for this bidding round is 29 November. Authorities will be notified of the outcome in February 2020.
- 1.4 The delivery of the works, if the bid is successful, will be led by OPDC with a project board made up of the three organisations.
- 1.5 The Capital Investment Panel has agreed to support the proposal.

2.0 Recommendation(s)

That Cabinet:

- 2.1 Agree that if the bid is successful, Brent will contribute £1.1m Strategic CIL towards the cost of implementing the proposed works.
- 2.2 Delegate authority to the Strategic Director, Regeneration and Environment to undertake the publication and consultation procedure in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and to consider any representations made in consultation with the Lead Member for Regeneration, Property and Planning.

3.0 Detail

Background

- 3.1 A Liveable Neighbourhoods (LN) project should deliver attractive, healthy accessible and safe neighbourhoods for people to live and work in. Projects objectives should include improving:
 - Neighbourhood environments, including reducing road danger and improving personal security
 - The efficiency and safety of freight movement
 - Air quality and green infrastructure
 - The quality and resilience of the public realm
 - Connections to public transport
 - Outcomes across a wider area, creating vibrant streets that help local businesses to thrive and provide places for the community to come together and interact.
- 3.2 Park Royal is considered suitable as a LN project. For Park Royal to successfully accommodate the expected growth and continue to attract new investment and employment opportunities for our residents the public realm and transport environment needs to be improved. The area's success has brought with it-increased congestion restricting the movements of goods and services. Whilst public transport on the periphery is good, there is poor and perceived unsafe access within the industrial estate to enable active and sustainable travel. Most employees use a car to commute. Many of the journeys could be completed by bus or cycling. This scheme would support the existing businesses and encourage future investment in the area by reducing congestion as a significant existing barrier to the area's success.
- 3.3 Park Royal is part of the Old Oak Common and Park Royal Development Corporation area (OPDC). Park Royal is important economically to Brent and the Park Royal Transport Strategy states that within a 5km radius, approximately 60% of the employees come from Brent and 30% from Ealing.

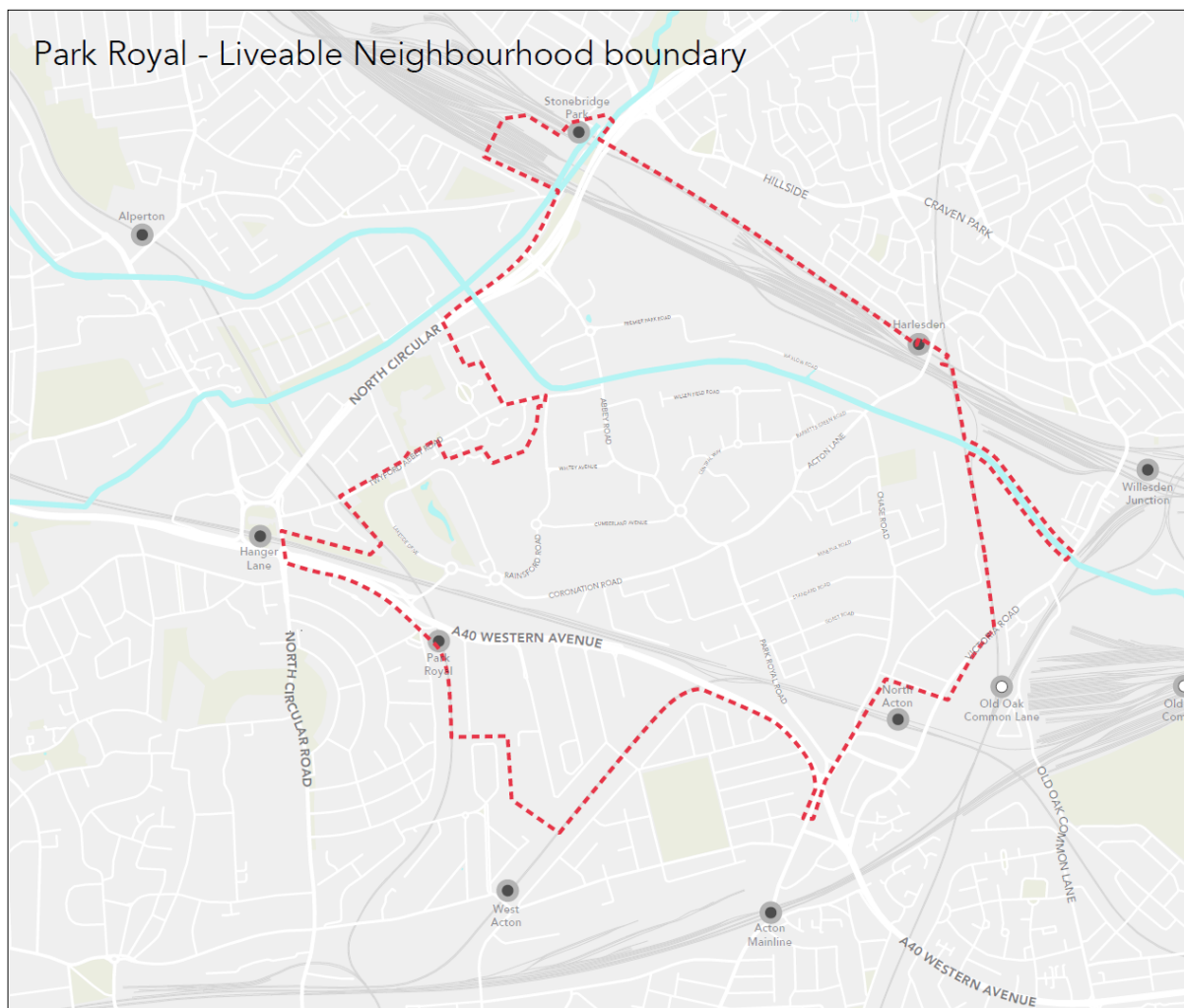
3.4 A 2017 joint LN bid for the 'Big X' junction in Park Royal was not successful for these reasons:

- Risk to delivery (need to secure land for the improved junction layout)
- The future end state of the regeneration was not sufficiently considered when looking at improving highway safety for the area.
- Lack of information on the improvement to the bus network.

3.5 In general, the bid needed to be more transformational, focus on the area rather than the junction, segregate cycling facilities, reduce through traffic and employee car travel, and encourage transformational behaviour.

3.6 If the bid is successful, during the feasibility and design stages extensive consultation will be carried out to feed into the proposals, including any objections. At key stages Cabinet will be asked to agree the measures. A Park Royal Liveable Neighbourhoods Project Board will be set up with officer representation from Brent, Ealing and OPDC to make key project decisions.

3.7



3.8 New measures for inclusion were agreed with Ealing and OPDC, with the involvement of Lead Members, in September 2019.

- Connected stations and walking 24/7: introduce new street lighting, CCTV, new crossing points, reduce scale of unnecessarily large junctions, 20mph speed limit with average speed cameras
- Traffic management measures keeping strategic traffic on the strategic road network and allowing local traffic to move efficiently on Park Royal local roads. Providing improved walking and cycling infrastructure
- New public spaces to enhance the area and provide opportunities to stop and rest, improving health and well being
- Pocket parks to improve green space access with a parklet trial
- Explore a Sustainable Drainage System (SuDS)
- Improved public transport offer and bus stop facilities
- Efficient freight: investigate measures relating to managing deliveries and consolidating lorry movements
- Parking review: investigate options to best manage car parking in the area
- Electric vehicle uptake: provision of a charging hub and charge points.

3.9 It is expected to deliver the following outcomes:

- Improved access to the area for workers and businesses
- Improved personal and road safety
- Reduced congestion
- Improved public realm and green space
- Fast and reliable public transport
- A joined up cycle network
- Cleaner and greener travel
- Efficient freight movement.

3.10 The Climate Emergency would support the introduction of transformational transport measures. The ULEZ will be expanded to Park Royal in 2021, which will create a major trigger for modal shift, particularly for lower-income commuters who will not be able to pay the ULEZ charge nor upgrade their vehicle. Forecasted figures provided by TfL for vehicles registered in and around Park Royal show that over 42% of vehicles still will not be compliant by 2021. Alternative viable options need to be in progress at this trigger point to support modal.

3.11 The intention is that OPDC will lead on the delivery and procurement, using TfL's procurement team under OPDC's shared services agreement. A Project Manager will be funded from the bid to ensure delivery and engagement with local residents and businesses. A Project Board of officers, one from each partner, will ensure collaborative decision-making and governance.

4.0 Financial Implications

4.1 This paper requests the release of £1.1m of Strategic CIL funds in the event that the bid is successful.

4.2 It is proposed that Brent will be named as the lead authority and will submit the bid. If successful, the money will be awarded to Brent. The delivery will be led by OPDC, who will then invoice Brent for payments in accordance with a pre-agreed delivery and milestone schedule. Suppliers and contractors will be procured off the TfL framework; a project board including representatives from all three organisations will form the governance. A reporting framework will need to be developed for the programme, in conjunction with finance that sets out the process for releasing funds and managing/mitigating overspends, etc.

4.3 Taxation has not been considered at this point and VAT advice may have to be sought should the bid be successful.

5.0 Legal Implications

5.1 Section 144 of the GLA Act 1999 ('the 1999 Act') requires that in exercising any function, London Local Authorities must implement the Mayors Transport Strategy. The Liveable Neighbourhood programme is part of the overall LIP programme, which is the primary funding mechanism for boroughs to implement the Mayor's Transport Strategy.

5.2 Section 159 of the Act authorises the GLA to provide funding to local authorities where the expenditure is 'conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London'.

5.3 The requirements for publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

6.0 Equalities Implications

6.1 These proposals seek to improve the quality of the environment and transport choices for residents, businesses and employees in the Park Royal area. This will be particularly important given the proposed extension of the ULEZ zone. The creation of an inclusive environment is one of the key design considerations of Liveable Neighbourhoods and the project is expected to have a positive overall effect on equality target groups. An Equality Impact Assessment will be undertaken during design stages to ensure there are no discriminatory outcomes.

7.0 Consultation with Ward Members and Stakeholders

- 7.1 The bid submission has been informed by extensive consultation carried out by OPDC, including a door knocking exercise, which surveyed over 400 companies in Park Royal and determined that transport connectivity was the top issue affecting business operations. A number of bid ideas are targeted at initiatives that will tackle the issues raised as part of this door knocking exercise. The bid ideas were also presented at the Park Royal Business Group Infrastructure Summit in September.
- 7.2 These new measures have been discussed with TfL and they are supportive of the proposals.
- 7.3 Ward Members have been briefed on the proposals.

8.0 Human Resources/Property Implications

- 8.1 None

Report sign off:

**Amar Dave
Strategic Director, Regeneration and Environment**