

(1) What publicity was undertaken across LB Brent by TfL and by Brent?

No information is held by Brent Council as to what publicity TfL undertook in the London Borough of Brent. No publicity was undertaken by LB Brent. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(2) What was published that explained the Draft Strategy and the consultation process and how were these made available?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor. No information is held by Brent as to what publicity TfL undertook in Brent. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(3) What steps were taken to try to ensure a balanced cross-section of the public was made aware of the process?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(4) Where were leaflets distributed, and how was this decided? What analysis suggested this would lead to a fair and balanced distribution across the community?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(5) What steps were taken to ensure that hard-to-reach sections of the community, such as those who travel exclusively by private car, were made aware of the consultation process and encouraged to participate in it?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009

and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(6) What consultation discussions took place between LB Brent and TfL over how this process would operate? To what extent was the council consulted over the detail of the consultation, and what views did it express?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(7) Is the council happy with the consultation process? Was the council happy that the online questionnaire was so flagrantly biased?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(8) Was the council happy that were responders allowed to pick as many as they chose from an uncostered wish-list?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(9) What steps were taken to inform and involve organisation likely to have an interest?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(10) What programme of meetings was organised? Did Brent Council ask TfL to attend meetings of the council's Neighbourhood Partnerships, and how many did receive reports on the consultation from TfL?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009. Brent Council did not ask TfL to attend meetings of the Council's Neighbourhood Partnerships.

(11) How many meetings took place within LB Brent between TfL and the council as part of the consultation process? What about with local groups in LB Brent?

None by Brent. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009. No information is held by Brent Council as to which local groups were consulted or chose to respond to the consultation process by LB Brent.

(12) What pre-consultation took place with interested parties to ensure that the process was fair and balanced?

None by Brent. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.

(13) Does the council support a MTS consultation on the Draft Mayor of London Transport Strategy that offers so little for the driver - private motorist or professional driver of taxi, minicab, van, lorry or bus? How important are private drivers in the overall use of transport in Brent? Has the council expressed concerns over this unfair and unbalanced aspect of the consultation process?

LB Brent's response to the MTS consultation was approved by Brent's Executive Committee at a meeting of **18<sup>th</sup> January 2010**. Minutes of the meeting and a copy of the Report considered by the Committee are available at <http://www.brent.gov.uk/committees> on the Council's internet website.

Brent's response to the (draft) Transport Strategy focussed on the development of transport policies relating to facilitating increased levels of walking, cycling, bus, underground and overground rail use in Brent and throughout London. To reflect this, no major emphasis was placed on modes such as private car use, taxis, minicabs, vans or Lorries in Brent's response to the consultation. However, LB Brent is a supporter of car clubs. Also, the (draft) Strategy stated that consideration may be given to road user charging schemes if other measures are deemed "insufficient to meet the Strategy's

objectives", and that consideration may be given to imposing charges or tolls to support "specific infrastructure improvements", such as river crossings.

Brent Council presented a view that any such new charging scheme would need to take account of local conditions and be fair and flexible, particularly with local businesses in mind in challenging economic conditions. Brent stated that the Council would be unable to support the introduction of charging without meaningful and open consultation. LB Brent has a balanced portfolio of transport policies that recognise the importance of private car in the day-to-day lives of people that work and live within, and visit/drive through Brent.

The draft strategy contains proposals to promote electric vehicles but does not say anything about how boroughs' concerns about increased parking stress and congestion and the potential to detract from walking and cycling will be addressed.

No view was presented in the Council's response to the consultation on the final point in this question (*How important are private drivers in the overall use of transport in Brent? Has the council expressed concerns over this unfair and unbalanced aspect of the consultation process?*)

(14) Does the council support a MTS in which the promotion of cycling within the draft MTS does not also include warnings on the dangers of this mode? Does the council support the proposition that a mass switch to cycling would be beneficial justified, and on what evidence?

The Council welcomes the emphasis the draft Strategy places on both walking and **cycling**. The strategy includes targets for increasing the mode share of public transport, walking and cycling from 58 per cent to 64 per cent. There are several proposals relating to cycling including cycle training, raising awareness and cycle parking. Cycle training is one part of a package of interventions that help make cycling a safer choice/mode of travel.

The draft strategy also sets out a number of measures aimed at improving air quality including behavioural change (modal shift), reducing emissions from public and private fleets and tackling air quality 'hotspots' as well as further use of the Low Emission Zone. Supporting and facilitating increased levels of cycling supports aspirations to improve London's air quality, which is welcomed by the Council.

(15) Does the council support a MTS consultation in which costings of various suggestions were not put forward, so that the public could see how much tax each would entail?

There are no direct immediate financial implications arising from the draft consultation Transport Strategy directly incurred/impacting upon Brent Council. However, the Mayor is proposing policy changes that could divert some (Section 106) financial contributions from local infrastructure into strategic transport and other strategic matters. Although much would depend on the scope and nature of the S106 demands and soon on what is included in the Community Infrastructure Levy, it is important that local needs are given the necessary priority.

(16) Does the council support a MTS consultation in which there was no question on the level of subsidy that each mode should receive?

Brent Council submits an annual Local Implementation Plan Funding Application to Transport for London. Funding is allocated by Transport for London on a financial year basis. This funding supports the delivery of the aims and objectives detailed in the Final MTS and supporting borough Local Implementation Plans.

(17) Does the council support a MTS consultation in which no question is asked as to whether the users of a mode should bear all, most, some or whatever proportion of the costs of providing that mode?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009. TfL/GLA provide the majority of funding that results in capital/infrastructure works in London, including direct subsidies on matters such as the operation of public transport services.

(18) What representations has or will the council make regarding the consultation process into the Draft MTS as a result of this enquiry or otherwise?

No information held. Consultation arrangements for the MTS are solely the responsibility of the Mayor and the Greater London Authority (GLA). The GLA consulted between 12 October 2009 and 12 January 2010. Prior to this a consultation took place on the Statement of Intent with the London Assembly and functional bodies in spring 2009.