



Brent

Highway Committee

20 October 2014

Report from the Head of Transportation

For Action

Wards affected:

NORTHWICK PARK, SUDBURY, WEMBLEY
CENTRAL, ALPERTON

Stanmore to Thames Cycle Route

1.0 Summary

- 1.1. The aim of this report is to introduce members to the proposed cycle route in Brent developed by WestTrans from Stanmore to Thames (Kew Bridge).
- 1.2. WestTrans is coordinating planning for this route as it stretches across four boroughs (Harrow, Brent, Ealing and Hounslow). Stanmore to Thames Cycle Route is being developed using the Mayor of London's Quietway principals.
- 1.3. Following approval of this report, Transport for London (TfL) will commence detailed design work and apply for funding under the Quietways programme.
- 1.4. Funding has not yet been secured from TfL for implementation.

2.0 Recommendations

- 2.1. That the Committee:
 - 2.1.1. Notes the contents of this report
 - 2.1.2. Approve in principal the proposed route through Brent subject to consultation by Transport for London with assistance from Brent.
 - 2.1.3. Delegates authority to the Head of Transportation to implement the scheme through Brent subject to the outcomes of the consultation and funding being secured.

3.0 Background

- 3.1. Quietways are part of the Mayor of London's Cycling Vision to provide a network of routes on safer, lower-traffic back streets, aimed at new and less confident cyclists. They will be routes where people will want to cycle, by providing direct and comfortable journeys to key destinations across London, using parks and green spaces where suitable.
- 3.2. Brent has been working with the London Boroughs of Harrow, Ealing and Hounslow (through the WestTrans partnership of West London boroughs) to develop a sub-regional cycling route from Stanmore to the River Thames since 2010. The four boroughs have now agreed a route in principle to be submitted to TfL for detailed design, followed by applications to the GLA for funding in the next tranche of the Quietways programme.
- 3.3. The Quietways qualifying criteria defined by TfL and the Mayor of London's Cycling Commissioner include:
 - Directness and cohesion
 - Attractiveness to users
 - Traffic composition and impact to other users
 - Buildability
 - Political support
 - Network priority
- 3.4. Officers believe that the proposed route meets all of the above criteria and provides a critical network function in the context of providing a high quality network of cycle routes across the borough linking growth areas, public transport and activity centres, including key growth areas at Wembley Central and Alperton.
- 3.5. WestTrans will submit the plan to TfL for detailed design and apply for funding under the Quietway programme.

4.0 Stanmore to Thames Cycle Route

- 4.1. The proposed cycle route through Brent, shown in **Appendix A**, starts at Stanmore in Harrow, proceeding generally south to enter Brent at Kenton (crossing the A4006 from Elmwood Avenue to Churchill Avenue). The route continues through Northwick Park, North Wembley, Sudbury, Wembley and Alperton, before leaving the borough at Perivale.
- 4.2. As part of the detailed design of the scheme, interventions will be developed at a number of junctions and conflict points along the route, subject to public consultation, which Brent will be a key consultee, and final GLA and TfL approval. These may include, but are not limited to:
 - Junction remodelling and reconstruction

- Changes to junction operation including addition, modification or removal of signals
- Vertical or horizontal deflection (including raised tables or chicanes)
- Changes to speed limits
- Modal filters (e.g. Closure of road to vehicular traffic)
- Changes to width of carriageway or pathways (including widening or narrowing)
- Segregation between road users

4.3. Signage will also be provided at key locations (such as intersections) and at regular intervals along the route to ensure legibility for riders. A signage standard for all Quietways is currently being developed by TfL which will be adopted for this cycle route.

5.0 Financial Implications

5.1. There are no direct financial implications as a result of this report.

5.2. This report will allow WestTrans to submit plans to TfL for detailed design and apply for funding to progress the Stanmore-Thames cycle route under TfL's Quietways programme.

5.3. Following completion, the route will become part of the Brent Highways network and Brent will be required to maintain these assets.

5.4. TfL have a fully funded programme for the delivery of a London-wide network of Quietway routes, including the eight priority routes (which includes the Regent's Park to Gladstone Park Quietway within Brent) and a series of future tranches, with a total budget of £120 million planned for Quietways across London to 2023. WestTrans have engaged TfL to complete the detailed design and consultation; and are funding this stage of work.

6.0 Legal Implications

6.1. The GLA Act 1999 (the Act) requires London Local Authorities to implement the Mayors Transport Strategy (MTS). The MTS sets out the transport policy framework for London. A central component of the MTS is to improve cycling infrastructure to encourage more trips to be taken by bicycle.

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

7.0 Equality Implications

7.1. 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.

7.2. The Stanmore to Thames cycle route has been assessed by way of an Equalities Impact Assessment (EIA). A copy of this EIA is attached in **Appendix B** of this report.

7.3. The EIA has found that the Stanmore to Thames cycle route is lawful and potential sources of inequality have been, or will be, mitigated prior to implementation.

8.0 Staffing/Accommodation Implications (if appropriate)

8.1. None at this time.

Appendices

Appendix A – Proposed cycle route through Brent

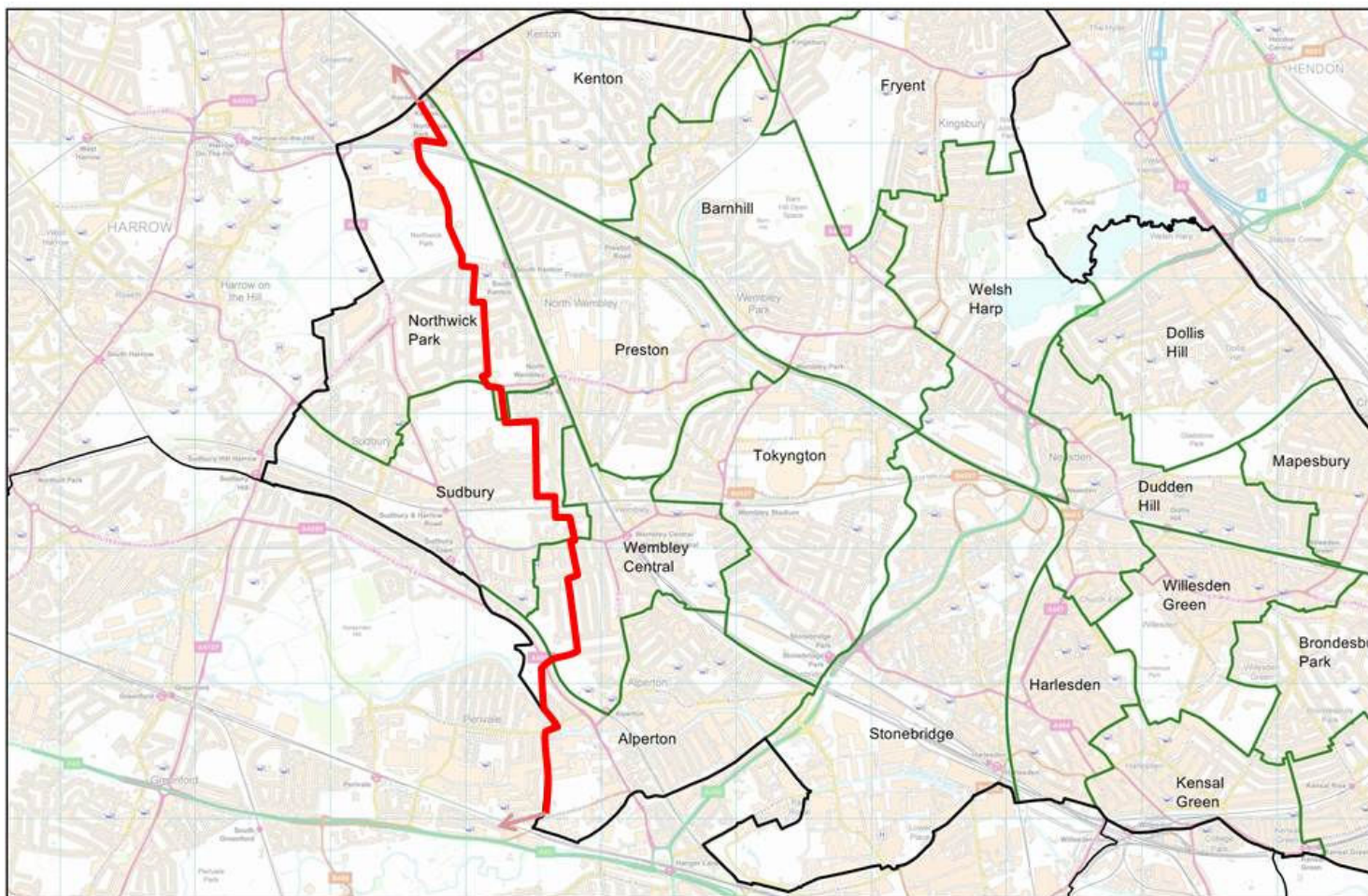
Appendix B – Stanmore to Thames Cycle Route Equality Impact Assessment

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Stanmore to Thames Cycle Route
Brent section (Kenton-Perivale)



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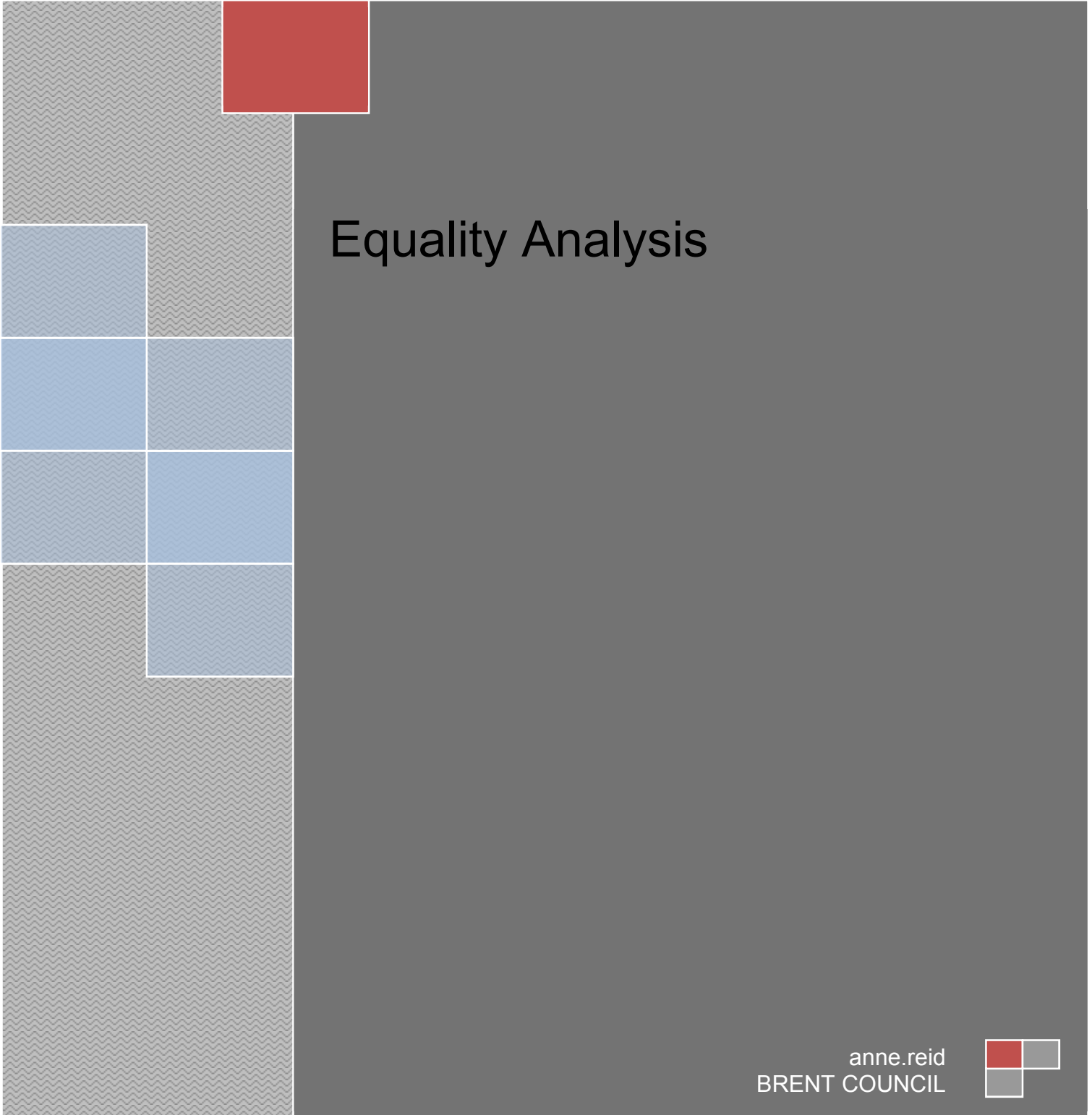


20 October 2014

Version 1.7
Date: 19/09/2014


Stanmore to Thames Cycle Route

Equality Impact Assessment



Equality Analysis

anne.reid
BRENT COUNCIL



Brent Council Equality Analysis Form

Please contact the Corporate Diversity team before completing this form. The form is to be used for both predictive Equality Analysis and any reviews of existing policies and practices that may be carried out.

Once you have completed this form, please forward to the Corporate Diversity Team for auditing. Make sure you allow sufficient time for this.

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: R Best (17 September 2014)
Name of policy: Stanmore to Thames Cycle Route	Date analysis started: 03/09/2014 Completion date: 17/09/2014 Review date:
Is the policy: New	Auditing Details: Name: Sarah Kaiser Title: Head of Equality Date: 17 September 2014 Contact No: x4521 Signed: S Kaiser (17 September 2014)
Signing Off Manager: responsible for review and monitoring Name: Tony Antoniou Title: Head of Transportation Date: 17 September 2014 Contact No: 020 8937 5151 Signed: T.Antoniou (17 September 2014)	Decision Maker: Name: Highways Committee Date: 20 October 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.

While cycling has seen significant increases in ridership in recent years across all of London, much of this growth has been from male riders, particularly those of white ethnic groups, while the proportion of cyclists who are women or of Black, Asian and Minority Ethnic (BAME) ethnicity has decreased. The purpose of the Quietways programme is to develop safe routes for cyclists who may be less confident, for reasons such as safety, which may be contributed to by age, gender, race, or cultural difference, and encourage greater take up of cycling by these groups.

Brent has been working with the London Boroughs of Harrow, Ealing and Hounslow (through the WestTrans partnership of West London boroughs) to develop a sub-regional cycling route from Stanmore to the River Thames since 2010. The four boroughs have now agreed on a route in principle to be submitted to TfL for detailed design, followed by applications to the Greater London Authority (GLA) for funding in the next tranche of the Quietways programme.

The proposed cycle route through Brent, starts at Stanmore in Harrow, proceeding generally south to enter Brent at Kenton (crossing the A4006 from Elmwood Avenue to Churchill Avenue). The route continues through Northwick Park, North Wembley, Sudbury, Wembley and Alperton, before leaving the borough at Perivale and continuing south through Ealing Broadway to the Thames Path at Brentford

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

Brent, along with other local authorities, WestTrans, Transport for London (TfL) and the Greater London Authority (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. Quietway routes are aimed at redressing this disparity as well as a broadened appeal for women, older and younger people and BAME people to partake in cycling.

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

Qualitative data has been sourced from Brent, TfL, GLA and Sustrans officers.

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 policy will not have any impact on the council's duty to eliminate discrimination.

(b) Advance equality of opportunity;

The Stanmore to Thames Cycle Path supports Council's duty to advance equality of opportunity by providing additional cycling infrastructure to encourage more protected groups to take up cycling (including children, women and ethnic minorities). These groups have previously been under-represented amongst cyclists and providing more infrastructure to suit their needs will improve accessibility to work, education and services, and improve safety for these groups.

By supporting a new alternative mode of transport, Brent is facilitating improved access to work, education, shopping and community services which are required by all protected groups. As women, children and ethnic minorities are particularly under-represented amongst cyclists, encouraging these protected groups to cycle will particularly advance equality of opportunity for them.

(c) Foster good relations

Cycling can be a social activity and by providing safer infrastructure, the Stanmore to Thames Cycle Path will encourage more people of a wide variety of backgrounds to cycle. This will not implicitly foster good relations, however it may facilitate informal improvements between groups through increased interaction.

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 report was internal only within the Council, within the Sports and Parks, and Transportation services. Public consultation will be carried out by Brent once detailed designs have been completed prior to implementation in 2015/16.

ii. What methods did you use?

Personal meetings, digital communications and submission of the report to Highways Committee.

iii. What did you find out?

The Sports and Parks Service raised several valid concerns regarding potential conflicts between multiple parks users, particularly where the proposed route runs along the major walking path in Northwick. These include:

- Conflicts between children around the playgrounds and passing cyclists or between pedestrians accessing Northwick Park underground station, Northwick Park Hospital or the University of Westminster campus, including

some who may have limited mobility.

- Concerns regarding the detailed design (particularly in relation to signage and segregation between users) and how this may impact on disabled people or parents pushing prams.

All colleagues supported the project as making an overall positive contribution to several protected groups, while acknowledging that potential adverse impacts would need to be mitigated as part of the detailed design process.

iv. How have you used the information gathered?

The information gathered was helpful in examining the existing proposal critically. In doing so, it was determined that the concerns about potential adverse impacts were able to be mitigated as part of the detailed design process.

v. How has it affected your policy?

The information gathered has not had a bearing on the proposed cycling route, rather all consultees believed that these issues were ones related to detailed design which will be resolved in the next stage of the scheme.

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.

Brent Sports and Parks service identified a number of concerns regarding equal use of shared pathways in parks between cyclists, pedestrians, disabled people and parents with prams and proximity to sports pitches. These concerns were focused on ensuring the final route would not include interventions which have been seen elsewhere to have caused disadvantage for other groups. This includes segregation between users, which narrows the pathway, which is a particular concern for disabled people and parents with prams as there is less room to pass. It's also a concern for visually impaired people as the segregation measures (such as a dividing kerb) can be a trip hazard.

As the detailed designs for the interventions to be implemented have not been finalised, we are unable to provide final detailed designs for the route, however these concerns will be taken into account as part of the detailed design process and further reviewed as part of public consultation. TfL will be coordinating public consultation for this project, in collaboration with Brent Council, which will include discussions with disability groups to ensure the final design does not disadvantage them.

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

Qualitative data has been sourced from Brent Council, TfL, GLA and Sustrans officers

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	N/A		
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 shows that the Stanmore to Thames Cycle Route is lawful and will advance equality of opportunity in relation to race and sex. All potential negative impacts on equality (in relation to disability and pregnancy or maternity) have been, or will be, mitigated prior to implementation.

Consultation within Brent Council has resulted in an improved scheme which, by improving the accessibility and safety of cycling, will deliver a positive impact in relation to age, race and sex. While concerns have been raised for potential adverse impacts on disabled people and people with young children, Brent is satisfied that these will be resolved prior to 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.

Public consultation on the project will be undertaken by Brent Council once detailed designs have been completed and prior to implementation in 2015/16. Brent will develop the detailed designs to ensure officers' existing concerns are addressed. Equality issues raised during this consultation will be resolved prior to implementation.

Post-implementation, it's possible that the existing pattern of cycling being dominated by men of white ethnicity may continue, or even become more pronounced as more men start cycling, however by implementing the proposal, Brent is ensuring that the barriers to accessibility for women, children, older persons and BAME people have been reduced. Furthermore, an increase in cycling, regardless of the user, may result in reduced demand on the road network for other road users, including buses, which have a greater proportion of women and BAME ridership.

The impacts of the project will be monitored by Brent and TfL through their London Travel Demand Surveys and reporting requirements on implemented projects.