

Appendix B: Consultation Comments

Theme 1: Provide a better environment and improve the experience of walking within the borough, ensuring it is fully accessible and inclusive for all

| Response/Suggestion | Consultation document | Revised draft Walking Strategy | Brent Council comments |
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| 1. All responses/suggestions relating to uneven pavements and footpaths, and the hazards posed by these, are commented on together. | 3.5 Uneven pavements and footpaths present trip hazards, which can be a safety risk and is a significant equality issue for several groups protected under the Equality Act (2010), including older persons, people with disabilities and parents with children. In recent years, due to substantial budget cuts, Brent Council has had to amend the way it identifies and prioritises pavement defects for repair. Currently 7.6% of the most used pavements are in need of substantial maintenance. In 2015/16, Brent resurfaced approximately 6.89km of pavements, representing 0.81% of the total network. Brent is currently engaged in ongoing efforts to reduce the maintenance backlog on resurfacing of roads and pavements, but it is essential this is maintained into the future. | | <u>Noted</u> This point is already contained within the draft Strategy and is retained. Specific locations for improvement have not been cited so as not to limit the opportunity for improving the whole network where opportunities present themselves. However, there will be a focus on high streets and regeneration areas where there is a high footfall (4.6). Also, while we agree that improvements are needed at particular locations, these are to be addressed through alternative schemes which will support walking. Maintenance of pavements and footpaths will be undertaken in accordance with the Highway Asset Management Plan. |

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| | <p>4.6 Brent will work in partnership with third parties to identify, design and implement improved walking facilities, particularly in high streets and regeneration areas.</p> <p>Action Undertake annual scanner surveys to identify areas in need of maintenance and prioritise the most used pavements for maintenance.</p> | | |
| 2. All responses/suggestions relating to fly tipping, litter and the cleanliness of streets are commented on together. | <p>5.6 Anti-social behaviour and fly-tipping are key equality issues for Brent. As a community, we continue to combat any form of harassment and intimidation. In addition to the impacts of anti-social behaviour, fly-tipping can impact the ability of older people, young children, parents with children or people with disabilities to walk in Brent.</p> | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> <p>Measures to tackle environmental crime and anti-social behaviour are contained within the Safer Brent Partnership Community Safety Strategy 2014-17.</p> |
| 3. All responses/suggestions relating to anti-social behaviour are commented on together. This includes comments on the behaviour of specific groups and types of behaviour that are unwarranted. | <p>5.6 Anti-social behaviour and fly-tipping are key equality issues for Brent. As a community, we continue to combat any form of harassment and intimidation.</p> <p>5.7.4 Brent Council will raise the issue of harassment and public safety</p> | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> <p>Measures to address anti-social behaviour are contained within the Safer Brent Partnership Community Safety Strategy 2014-17. Additionally, the</p> |

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| | <p>with the Metropolitan Police's Safer Neighbourhoods Team to ensure they are aware of resident's concerns and are taking appropriate action to address them.</p> <p>5.7.7 We will, in consultation with residents, businesses, community stakeholders and the Metropolitan Police, investigate the use of Public Space Protection Orders to address specific localised anti-social behaviours which cause public intimidation and discourage residents from walking.</p> | | <p>Council is working in partnership with the Metropolitan Police's Safer Neighbourhoods Teams to tackle anti-social behaviour in specific areas which may be a barrier to walking.</p> |
| 4. All responses/suggestions relating to dog mess on streets are commented on together. | | | <p><u>Noted</u> Points relating to the cleanliness of pavements are contained within the Council's street cleaning programme and there is also a Cleaner Brent app for reporting dog mess on streets.</p> |
| 5. All responses/suggestions relating to footway parking are commented on together. | <p>3.7.8 We will reduce pavement parking where it is detrimental to pedestrian safety and convenience. We will employ a range of potential interventions, including but not limited to:</p> <ul style="list-style-type: none"> Formalising parking arrangements in unregulated areas; | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> <p>Footway parking is necessary in certain streets in Brent to maintain the safe flow of traffic. However, several criteria must be met before a street is granted</p> |

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| | <ul style="list-style-type: none"> Improving highway design to protect pedestrian priority on footways; and Utilising enforcement action. <p>Action Increased enforcement of parking restrictions in response to footway parking.</p> | | <p>exemption from regulations including a minimum footway width to allow access by pushchairs. New footway parking schemes will not therefore be unnecessarily implemented at the expense of pedestrian space. Additionally, the Council is working to increase enforcement of footway parking restrictions.</p> |
| 6. All responses/suggestions relating to air pollution and its impact on air quality are commented on together. | <p>1.3 Air pollution is a substantial environmental and public health issue for Brent and all of Greater London. Poor air quality can have a detrimental impact on quality of life, as well as physical and mental health. In some cases, it can even contribute to a shortening of life. Brent has implemented an Air Quality Management Area to confront this issue which covers most of the borough, including 12 wards in their entirety and along significant road corridors.</p> | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> <p>In addition to more street trees, other measures to improve air quality in Brent are contained within the Borough's Air Quality Action Plan.</p> <p>Brent Council has also raised the need for additional funding for measure to alleviate poor air quality in known hotspots with the Mayor of London.</p> |
| 7. All responses/suggestions relating to the provision of public toilets are commented on together. | | | <p><u>Noted</u> Brent Council hosts a number of public toilets around the Borough, information of which is detailed on the Council's website. Measures to address perceived and actual safety around these facilities are contained within the Safer Brent Partnership</p> |

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| | | | Community Safety Strategy 2014-17. New public toilets are not something that can be provided as part of the draft Walking Strategy. |
| 8. All responses/suggestions relating to public seating are commented on together. | <p>3.7.1</p> <p>We will use a whole street approach to deliver better streets. Utilising TfL's healthy street indicators and ensuring the right balance between movement and place through TfL's Roads Task Force Street Types to deliver a wide range of economic, social, health and environmental benefits.</p> | | <p><u>Partially agree</u></p> <p>Public seating facilitates walking, particularly for those who are less mobile. However, new seating needs to be assessed on a site by site basis in order to manage potential anti-social behaviour. Appropriate public seating is installed as part of public realm design work, in accordance by 'Safer by Design' guidance. We would not therefore include an action in the Walking Strategy to increase the number of benches.</p> |
| 9. All responses/suggestions relating to cycling on footways are commented on together. | <p>5.5</p> <p>While cycling on the footway is unlawful, previous consultations undertaken by Brent in preparation of the Cycle Strategy found that many cyclists cycle on the footway because they don't feel safe on the carriageway. In addition to this, moving traffic offences such as this can only be enforced by the Metropolitan Police, therefore Brent's role is to make the roads safer for cyclists so they do not feel they must cycle on the footway.</p> | | <p><u>Noted</u></p> <p>This point is already contained within the draft Strategy and is retained.</p> <p>Further detail on cycling in Brent and actions we are taking are contained in the Brent Cycle Strategy 2016 – 2021.</p> |

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| | <p>5.7.3 We will promote a range of awareness training and safe behaviour offered by Brent Council. In addition to this, we will also continue to offer cycle training to children and adults in order to encourage cyclists to cycle only where cycling is permitted.</p> <p>5.7.9 Continuing the Council's existing work, Brent will continue to support the improvement of cycle routes to encourage appropriate cycling behaviour including, improving public information on where cycling is permitted.</p> | | |
| 10. All responses/suggestions relating to Brent's parks and footpaths in parks are commented on together. | <p>3.7.4 We will provide additional off-road footpaths where possible and providing there is a strong demand, particularly in parks, to provide safe, comfortable routes for walking.</p> | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained. Specific locations for new footpaths and improvements to existing footpaths have not been cited so as not to limit the opportunity for improving the whole network where opportunities present themselves.</p> <p>Due to the costs of installation and maintenance, not all of Brent's parks have footpaths. Currently, any funding that is</p> |

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| | | | available is used to maintain existing footpaths in parks. New paths are considered where funding is received for a larger scheme. In an area that requires a new layout, new paths would be dependent on demand. |
| 11. All responses/suggestions relating to lighting are commented on together. | <p>3.7.11 We will introduce and implement a Lighting Plan for Brent which will provide guidance on how we will light roads, pavements and off-road footpaths and reduce the fear of crime. The Plan will also seek to optimise operational and maintenance costs, and increase the lifespan of our lighting infrastructure.</p> <p>Action Introduce a Lighting Plan for Brent.</p> | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> <p>A new Lighting Plan for the borough will be produced in the near future once new lanterns have been procured and installed.</p> |
| 12. All responses/suggestions relating to signage and wayfinding street furniture are commented on together. | <p>3.7.10 We will provide improved wayfinding street furniture, such as Legible London signage, to support walking, particularly for short distances, on high streets and near major trip generators. This should be complemented by removing obsolete street furniture to reduce clutter on pavements and footpaths.</p> <p>Action</p> | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> |

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| | Provide additional way-finding street furniture, such as Legible London signage. | | |
| 13. All responses/suggestions relating to the set up and promotion of group walks are commented on together. | Action Support the provision of programmes to get more residents walking and increase personal activity | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> <p>The Council's Active Lifestyles team is currently reviewing its healthy walks programme (consultation closed on 07 November 2016) with the intention of developing a revised programme. The principles of this are contained within Brent's Physical Activity Strategy 2016-21. Additionally, the Council will support external groups in the promotion of their activities where they are of benefit to Brent residents.</p> |
| 14. All responses/suggestions relating to mobility and ease of mobility for the elderly and other groups, such as parents with prams, are commented on together. | 3.2 These issues discourage people from walking in the borough and represent a barrier to equality, given certain people, such as those with disabilities, older persons or parents with prams, can be disproportionately affected by poor walking environments including pavement surfaces, street clutter and insufficient crossing facilities. | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> |

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| | <p>3.7.2 We will design to Living Streets principles when improving the highway network to better manage space, with particular consideration for younger and older persons.</p> <p>3.7.7 We will ensure that shopping areas and key pedestrian routes, such as from stations, schools and hospitals offer high quality provision for pedestrians, particularly for people with mobility difficulties.</p> | | |
| 15. All responses/suggestions relating to items, such as signs, stalls, tables, chairs, blocking/cluttering pavements are commented on together. | <p>3.7.5 When designing schemes in high footfall areas, such as high streets, we will undertake street audits to ensure obstructions are not placed on the public footway and identify areas for improvement on a case-by-case basis.</p> <p>3.7.10 This (wayfinding street furniture) should be complemented by removing obsolete street furniture to reduce clutter on pavements and footpaths.</p> | | <p><u>Noted</u> These points are already contained within the draft Strategy and are retained.</p> |
| 16. Missing objectives: Ensure pavements with no cars parked on them to enable residents | <p>3.7.8 We will reduce pavement parking where it is detrimental to</p> | | <p><u>Disagree</u> Footway parking is necessary in certain streets in Brent to</p> |

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| especially mother's with pushchairs to be able to walk on them. | <p>pedestrian safety and convenience. We will employ a range of potential interventions, including but not limited to:</p> <ul style="list-style-type: none"> • Formalising parking arrangements in unregulated areas; • Improving highway design to protect pedestrian priority on footways; and • Utilising enforcement action. <p>Action Increased enforcement of parking restrictions in response to footway parking.</p> | | maintain the safe flow of traffic. However, several criteria must be met before a street is granted exemption from regulations, including a minimum footway width to allow access by pushchairs. |
| 17. Missing objectives/actions: Provide public art. | <p>3.7.1 We will use a whole street approach to deliver better streets. Utilising TfL's healthy street indicators and ensuring the right balance between movement and place through TfL's Roads Task Force Street Types to deliver a wide range of economic, social, health and environmental benefits.</p> | | <p><u>Partially agree</u> Public art is a wider public realm issue and is therefore considered within wider regeneration projects.</p> |
| 18. Missing objectives: If the provision of a better environment for walking infringes longstanding fixtures of the community, i.e. independent businesses, lower income business owners, community attractions, long-term (and lower income) residents - | | | <p><u>Noted</u> An Equality Impact Assessment (EIA) will be carried out as part of the consultation to assess the effects the Strategy could have on different equality groups, and on cohesion and good relations. EIAs are also undertaken on all</p> |

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| particularly those who live in social housing, and vulnerable members of the community, I would not support it. | | | <p>highway improvement design schemes to be implemented in the Borough.</p> <p>Inclusion of all who live and work in Brent is encompassed in the draft Strategy's Vision.</p> |
| <p>19. Missing objectives: Clarification of "better environment" is needed, Does the term refer only to air/emissions or does it include other factors such as noise?</p> | <p>3.1</p> <p>In response to the engagement survey undertaken, the most common response was requesting better facilities for pedestrians. This includes poor quality or excessive street furniture, high vehicle speeds on local streets and insufficient lighting and footpaths through parks. It also encompasses utilising the latest technology and improved standards to provide the best possible facilities for walking in the borough. Examples include the use of pedestrian countdown signs at signalised crossings and new wayfinding street furniture, such as the Legible London system.</p> | | <p><u>Noted</u></p> <p>The term 'better environment' is contained in Objective 1 in the draft Strategy and detail on what this term refers to is provided in the accompanying text in Section 3. This clarifies that factors beyond air emissions contribute to the creation of a better environment.</p> |
| <p>20. Missing objectives: It should be linked with other council strategies, such as making sure pavements are kept clean for pedestrians to walk.</p> | <p>1.5</p> <p>The Walking Strategy has been developed as part of a suite of policy documents under the Brent Long Term Transport Strategy (LTTS). The Walking Strategy reflects the objectives of the LTTS and compliments the</p> | | <p><u>Agree</u></p> <p>The draft Walking Strategy is already linked with other Council strategies, as described in 1.5.</p> <p>The experience of walking inevitable relates to numerous other Council policies, strategies</p> |

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| | Physical Activity Strategy, along with the Brent Borough Plan and Mayor's Transport Strategy (MTS), as shown in Error! Reference source not found. Error! Reference source not found. The actions arising out of the Walking Strategy therefore also reflect those outlined in the LTTS and the MTS. | | and programmes. Therefore, only the Council's main strategies have been noted here. |
| 21. Email: It would be good to see the Walking Strategy have a greater emphasis on the relationship between walking and good urban design, i.e. the creation of a high quality street network and in particular well designed town centres which encourage walking. A lot of this stuff is covered in the Brent Placemaking Guide particularly important are the sections on Streets for All and Move and Rest together with the Public Realm Objectives. It seems odd that the Walking Strategy does not mention the Placemaking Guide? The Walking Strategy should also maybe reference the latest research on the economic benefits of investing in 'walkability' and making the (usually overlooked) economic case for investing in walking improvements. | 1.5 The Walking Strategy has been developed as part of a suite of policy documents under the Brent Long Term Transport Strategy (LTTS). The Walking Strategy reflects the objectives of the LTTS and compliments the Physical Activity Strategy, along with the Brent Borough Plan and Mayor's Transport Strategy (MTS), as shown in Error! Reference source not found. Error! Reference source not found. The actions arising out of the Walking Strategy therefore also reflect those outlined in the LTTS and the MTS. | 1.6 The careful design of Brent's streets within a wider public realm is essential to creating vibrant, safe and accessible places that encourage walking. To enhance the experience of walking in Brent, the Walking Strategy will therefore work alongside the Brent Placemaking Guide and other latest design guidance documents that contain principles of good urban design. | <u>Partially Agree</u> An additional paragraph will be added to Section 1 (1.6) to reference the Brent Placemaking Guide and other best practice design solutions. Reference to other research will not be included as it will become out of date quickly. Research influences the design guidance documents that are used in highway design and projects relating to the Walking Strategy will be completed using the latest design guidance as it becomes available. |

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| 22. Missing actions: Ensure building developers do not cause footpaths and pedestrian sight-lines to be removed while work is undertaken, as at ex Moberley site Kilburn Lane/ Banister Rd/ Chamberlayne Rd | | | <u>Noted</u> This issue is a matter for the Planning Team and is covered by Development Management Policies (DMPs). Construction traffic and the impact of this on walking and pedestrian sight-lines is dealt with through DMPs and wouldn't therefore be a matter for the Walking Strategy. |
| 23. Missing actions: Maybe within the lighting strategy but more work on local environment to contribute to wiser environmental benefits. | | | <u>Noted</u> The suggested action is unclear nor what is meant by 'wiser environmental benefits'. However, the Brent Borough Plan 2015-19 sets out what is being done to make sure Brent is an 'attractive place to live, with a pleasant, sustainable environment'. |
| 24. Missing actions: Consider pathways interesting to children - e.g. drawing hopscotch squares at intervals or drawing cracks on the path for kids to avoid, etc, etc... | 3.7.4 We will provide additional off-road footpaths where possible and providing there is a strong demand, particularly in parks, to provide safe, comfortable routes for walking. | | <u>Noted</u> The inclusion of children's activities on pathways would be considered where appropriate in design schemes as outlined in the Brent Placemaking Guide. This would be particularly relevant in streets included in the 'home zones' project. |
| 25. Missing actions: Commit to pedestrianising more areas. - Identify roads which can be closed to through traffic, making more inviting routes for walking and cycling. - Reduce overall | 3.7.7 We will ensure that shopping areas and key pedestrian routes, such as from stations, schools and hospitals offer high quality provision for pedestrians, | 3.7.7 We will ensure that shopping areas and key pedestrian routes, such as from stations, schools and hospitals offer high quality provision for pedestrians, | <u>Agree</u> The point on pedestrianisation is now incorporated in the revised Walking Strategy (3.7.7). Traffic signals and pedestrian |

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| waits at crossings for pedestrians. - Ensure all arms of main road junctions have signal | particularly for people with mobility difficulties. | particularly for people with mobility difficulties and where possible, we will consider having pedestrian-only areas. | wait times at signalised crossings are managed by TfL. Pedestrian phasing is considered on a site by site basis where there is demand but must be managed to ensure the signals do not create congestion and make the walking environment worse through congestion and air pollution. |
| 26. Further comments: Repairing existing pavements and footpaths should be a priority. An active and effective campaign against litter should be conducted. Regular pavement sweeping should be reinstated. Local residents need to be reminded to keep bins away from pavements. Walking in a slalom between overflowing bins and on littered pavements is not a pleasant experience at the moment. | | | <p><u>Noted</u> Points relating to pavements and litter has been commented on previously.</p> <p>In relation to a campaign against litter, Brent Council is currently running a 12-month project to help keep Brent's streets clean and litter-free by issuing on-the-spot fines for waste offences in Brent. This is part of a 'Love Where you Live' campaign to make Brent a better, happier place to live.</p> |
| 27. Further comments: Home owners should be made to trim back hedges over hanging onto pavements. More street lightning should be provided and maintained (led). | | | <p><u>Noted</u> In relation to hedges, homeowners are responsible for the maintenance of hedges near a public highway and the Council carries out statutory highway inspections where notice is given to owners of any hazardous overhanging foliage. Such foliage can also be reported using the Cleaner Brent app. As this issue</p> |

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| | | | is covered under existing legislation and is therefore a statutory function, it is not required as a specific action in the Walking Strategy. |
| 28. Further comments: Existing footpaths should be maintained as a priority. I believe this should be prioritised before spending on new things. | 3.4 A key issue raised in the engagement survey undertaken was the maintenance requirements for pavements, particularly on high streets. In certain circumstances, such as constrained urban town centres, it is not possible to install any additional pedestrian facilities. In these locations, the maximum utility must be obtained from the existing infrastructure, which requires an extensive maintenance regime. | | <u>Partially agree</u> Brent receives grant money that stipulates what it can and cannot be spent on. Therefore, spending on new things (like new footpaths) rather than solely on maintaining existing footpaths will occur. |
| 29. Further comments: Brent has invested a huge amount in infrastructure to charge for parking and enforce parking fees but there is hardly a charging point for electric vehicles any where in the borough. This is a particular issue for the large parts of the borough where people don't have off street parking | | | <u>Noted</u> Measures to expand electric vehicle charging points are contained within the Council's Parking Strategy in line with a commitment in the LTTS. This is not therefore relevant to the Walking Strategy. |
| 30. Missing objectives/actions: Reduce the SPEED of and number of vehicles in the borough in order for walking to be considered an option. | | | <u>Noted</u> It isn't possible for the Council to control through-traffic on the borough's roads. However, private vehicle ownership in |

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| <p>1)Reduce the number of vehicles in and entering the borough by making as Westminster do 2)In areas of 20mph ensure the road humps are of a size to enforce this whilst being acceptable to cyclists e.g. sinusoidal humps. 3)Find ways to prevent bad tempered drivers from overtaking those keeping to the speed limits. Eg where I live in Anson Road/Kendal Road, NW10, drivers regularly cross to the right hand side to overtake those going more slowly. Central barriers? Other ideas? 4) Prioritise all traffic lights to suit pedestrians 5)Put all zebra crossings near cross roads to slow down traffic and give priority to walkers as they do in Helsinki, Finland, a city of walkers. Fully support this effort by the council. Thank you</p> | | | <p>Brent is decreasing.</p> <p>The Council receives numerous requests for traffic calming measures. Sites for traffic calming are identified using accident data provided by the Metropolitan Police. Currently, Brent implements 20mph zones on an area by area basis; a Borough-wide 20mph zone is not supported at this time. Speed humps are designed in accordance with DfT design standards and use guidance from the Brent Placemaking Guide.</p> <p>Personal driving decisions, such as overtaking, can't be controlled by the Council. In order to ensure the free flow of movement on the highway network, it is difficult to influence this behaviour.</p> <p>Traffic signals and pedestrian wait times at signalised crossings are managed by TfL. However, the introduction of pedestrian countdown signs as part of this Strategy will support greater pedestrian safety.</p> <p>In regards to the placement of zebra crossings, highway design standards are adhered to when</p> |
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| | | | considering these in new scheme designs, to ensure the safety of all road users. |
| 31. Missing objective: To make less traffic enter the area i.e. schools | 4.7.1 We will work to increase the number of pupils and school staff walking to school to help it become part of daily travel from a young age. | | <p><u>Noted</u> Brent works with a number of schools to help them develop School Travel Plans which are part of Transport for London's (TFL) STAR framework (School Travel Accredited and Recognised) and aim for a mode shift away from travelling to school by car.</p> <p>Brent School Safer Roads Campaign highlights the illegal and dangerous driving practices that put Brent school children's lives at risk every day. This is a joint initiative in partnership with Brent Police.</p> |
| 32. Missing objective/action/further comments: Better drainage, walk ways become flooded when it rains and the water takes a long time to clear. | | | <p><u>Noted</u> The Brent Highway Asset Management Plan provides details on the prioritisation process for drainage and flood alleviation schemes to manage surface drainage on footways. This includes information on the cleaning cycle for road gullies that are cleaned as part of a cyclic maintenance programme.</p> |
| 33. Missing objective/further comments: Providing new / improved crossing facilities in the | 3.2 These issues discourage people from walking in the borough and | | <p><u>Noted</u> This point is already contained within the draft Strategy and is</p> |

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| <p>borough after investigating current facilities and identifying the gaps. The above states- Investigate locations for additional new footpaths and prioritise for funding under Local Implementation Plan funding. New footpaths?? Should include new crossing facilities as well!</p> | <p>represent a barrier to equality, given certain people, such as those with disabilities, older persons or parents with prams, can be disproportionately affected by poor walking environments including pavement surfaces, street clutter and insufficient crossing facilities.</p> <p>Action: Support the introduction of pedestrian countdown signs at signalised pedestrian crossings, particularly on high streets and at train stations.</p> | | <p>retained.</p> <p>Specific locations for improvement have not been cited so as not to limit the opportunity for improving the whole network where opportunities present themselves. However, there will be a focus on high streets and regeneration areas where there is a high footfall (4.6). Also, while we agree that improvements are needed at particular locations, these are to be addressed through alternative schemes which will support walking.</p> |
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Theme 2: Promote walking as a healthy and sustainable way to travel as well as to increase personal activity

| Response/Suggestion | Consultation document | Revised draft Walking Strategy | Brent Council comments |
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| 34. All responses/suggestions relating to encouraging/promoting walking of all ages including school children as well as collaboration with public health partners to action this, are commented on together. | <p>4.7.1 We will work to increase the number of pupils and school staff walking to school to help it become part of daily travel from a young age.</p> <p>4.7.3 We will work with Public Health and social care professionals to promote regular walking specifically for health improvement, with a focus on those most at risk of developing chronic conditions.</p> | | <p><u>Noted</u> This point is already contained within the Draft Strategy and is retained.</p> <p>It is also an action within the Brent Physical Activity Strategy 2016-21. Other methods of promoting the health benefits of walking are considered with regards to effectiveness and cost; leaflets to all households in Brent are unlikely to be cost-effective.</p> <p>Additionally, the Council has a series of healthy self-led walking routes that are available on its website. The Council's Active Lifestyles team is currently reviewing its healthy walks programme (consultation closed on 07 November 2016) with the intention of developing a revised programme as part of the Brent Physical Activity Strategy 2016-21.</p> |
| 35. Missing objectives: I think there should be a greater emphasis on walking for health as well as active travel. | <p>1.4 As with many other areas of the United Kingdom, Brent has been faced by looming public health challenges. Walking is a key</p> | | <p><u>Disagree</u> Objective 2 within the draft Strategy contains a strong emphasis on walking for health. Both walking for health and</p> |

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| | component of Brent's approach to tackling these issues, particularly where they lead to long-term public health improvements and establishing active lifestyles for residents. | | walking for active travel are given equal priority in the Strategy as they both complement one another. |
| 36. Missing objectives: Health And Travel are very different options. And should be separate objectives. | 1.4 As with many other areas of the United Kingdom, Brent has been faced by looming public health challenges. Walking is a key component of Brent's approach to tackling these issues, particularly where they lead to long-term public health improvements and establishing active lifestyles for residents. | | <u>Disagree</u> Research shows that certain modes of travel such as walking and cycling have inextricable health benefits. Policies on travel and health must therefore be linked to ensure they are beneficial to one another. The promotion of active travel is also an important means of addressing major public health issues such as child obesity. |
| 37. Further comments: Something does need to be done. Walking in Brent is horrible! Worst walking conditions I've found in London (or anywhere really). There is so much traffic. It's hard to get between A and B without at least some of the journey being either along a horrid busy road or dingy alleys between warehouses. Guidance needs to be provided offering good walking routes between different areas of the borough. I wouldn't even mind if it was slightly longer, just a few good routes as guidance would | 3.7.10 We will provide improved wayfinding street furniture, such as Legible London signage, to support walking, particularly for short distances, on high streets and near major trip generators. | | <u>Noted</u> This point is already contained within the Draft Strategy and is retained. Additionally, the Council has a series of healthy self-led walking routes that are available on its website. Greater promotion of these is an action that is being investigated by the Active Lifestyles team as part of its Physical Activity Strategy 2016-21. |

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| be good. | | | |
| 38. Further comments: Great to encourage sake walks | | | <u>Noted</u> |

Theme 3: Improve the perceived and actual safety and security of pedestrians

| Response/Suggestion | Consultation document | Revised draft Walking Strategy | Brent Council comments |
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| 39. Missing objectives: Make existing parks crime free and have more patrolling in them. | <p>5.7.4 Brent Council will raise the issue of harassment and public safety with the Metropolitan Police's Safer Neighbourhoods Team to ensure they are aware of resident's concerns and are taking appropriate action to address them.</p> <p>5.7.7 We will, in consultation with residents, businesses, community stakeholders and the Metropolitan Police, investigate the use of Public Space Protection Orders to address specific localised anti-social behaviours which cause public intimidation and discourage residents from walking.</p> | | <p><u>Noted</u> Brent Council does not have the funding nor resources to enable all of Brent's parks to be crime free. The management of crime in the borough's parks is covered under the Safer Brent Partnership Community Safety Strategy 2014-17. The issue of safety in specific parks can be raised by the Council to the relevant Safer Neighbourhoods Team and more patrols by the Police can be carried out in these areas.</p> |
| 40. Missing objectives: Night time lights | <p>3.7.11 We will introduce and implement a Lighting Plan for Brent which will provide guidance on how we will light roads, pavements and off-road footpaths and reduce the fear of crime. The Plan will also seek to optimise operational and maintenance costs, and increase the lifespan of our lighting infrastructure.</p> | | <p><u>Noted</u> This point is already contained within the draft Strategy and is retained.</p> <p>Brent does not have a policy to dim or turn streetlights off during the night.</p> |

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| 41. Missing objectives: not missing, but you need to separate perceived from actual. I want to promote actual safety, I will not support perceived safety to give people a false sense of security. Danger is real. So I had to vote 'disagree'. | | | <u>Disagree</u> Both the perception of crime and actual safety and security are barriers to walking in Brent as identified in the responses received to the first consultation to develop the draft Walking Strategy. Both aspects therefore need to be addressed together as the solutions are likely to be the same. This will support the Vision of the Strategy to make walking a pleasant and practical option for all. |
| 42. Missing objectives: Make school access extra safe and give priority to the pedestrian over the cars during the school opening and ending period | <p>4.7.1 We will work to increase the number of pupils and school staff walking to school to help it become part of daily travel from a young age</p> <p>Action: Increase the number of children walking to school</p> <p>Targets: - 90% of schools to implement an active travel plan by 2020. - Support 30% of schools to achieve gold accredited active travel plans by 2020</p> | | <u>Noted</u> Road priorities can't be changed part way through the day as legislation doesn't allow this. Brent Council will continue to work with schools to promote walking to school, thereby reducing the number of cars on local streets during school opening and closing hours. |
| 43. Missing objectives: I know Brent is fighting a battle with litter, but there doesn't seem to be a poster campaign "Don't drop | | | <u>Noted</u> Brent Council is currently running a 12-month project to help keep Brent's streets clean and litter- |

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| litter or cigarette ends"; "Take your litter home", thanks for the initiative. | | | free by issuing on-the-spot fines for waste offences in Brent. This is part of a 'Love Where you Live' campaign to make Brent a better, happier place to live. |
| 44. Missing objectives: New crossing facilities. e.g. accessing bus stops - are there facilities to cross across safely? | 3.2 These issues discourage people from walking in the borough and represent a barrier to equality, given certain people, such as those with disabilities, older persons or parents with prams, can be disproportionately affected by poor walking environments including pavement surfaces, street clutter and insufficient crossing facilities. | | <u>Noted</u> New crossing facilities are provided as part of highway safety planning and Local Implementation Plan funding so will be addressed on a needs basis. Currently, 98% of bus stops in Brent are accessible and the Council is working in partnership with TfL to ensure that all bus stops in the borough are accessible. |
| 45. Missing actions: Pavements must be for pedestrians only and young children on bicycle or child scooter as there are so many middle aged pedestrians, only one fall & can end up with a fracture. CYCLISTS must be banned from using mobile when on a bicycle and they must have Lights on as soon as it gets dark or if it is dark for their own safety as well as that of pedestrians as some cyclists do not take any notice of pedestrians. Recently I have come across cyclists even on Wembley High Road. | | | <u>Noted</u> Enforcement of lights on bicycles is the responsibility of the Police and the Council has no legal status to enforce this. There is no law to prevent cyclists from using mobile phones so the Council is unable to prevent this. However, alongside the necessity of lights at night, guidance is given on this to bike users as part of the Council's cycle training programme. Additionally, the Brent Cycle Strategy 2016-21 |

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| | | | contains an action to update the Council's cycling web pages to provide clearer guidance on appropriate cycling behaviour and use of lights whilst cycling. |
| 46. Missing actions: - Reduce pedestrian waiting time near schools - implement extra safe zone 0,5 mile around any school - make sure speed is closely checked for each roundabout | <p>3.7.9 In areas of high pedestrian footfall, such as high streets or train stations, we will continue to support the introduction of pedestrian countdown signs as part of signal replacement schemes to support greater pedestrian safety and accessibility to these trip generators.</p> <p>5.7.2 We will routinely analyse accident data to identify casualty reduction priorities and implement remedial measures as and when possible.</p> | | <p><u>Noted</u> Traffic signals and pedestrian wait times at signalised crossings are managed by TfL.</p> <p>However, the introduction of pedestrian countdown signs as part of the Walking Strategy will support greater pedestrian safety.</p> <p>It is unclear what is meant by an 'extra safe zone'.</p> <p>Speed checks at roundabouts will occur where necessary in response to accident data.</p> |
| 47. Missing actions: including the riding of bicycles and motorbikes on footpaths in Parks and streets. | | | <p><u>Noted</u> These offences would require reporting to the Police as the Council does not have the legal power to stop them. This can be done through one Brent's Safer Neighbourhoods teams and is not therefore an action required in the Walking Strategy.</p> <p>The Council will continue to work alongside the Metropolitan</p> |

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| | | | <p>Police's Safer Neighbourhoods Team to identify measures that could be put in place to prevent these offences.</p> <p>Cycling in parks is managed through byelaws. Brent is currently reviewing its byelaws in parks and is undergoing its own consultation and evaluation in accordance with Department for Communities and Local Government (DCLG) procedures.</p> |
| 48. Missing actions: Audit of current pedestrian crossing facilities and filling in gap. | | | <p><u>Noted</u> Specific locations for new pedestrian crossing facilities have not been cited so as not to limit the opportunity for introducing these elsewhere on the network where opportunities present themselves.</p> <p>Additionally, new crossing facilities are provided as part of highway safety planning and Local Implementation Plan funding so will be addressed on a needs basis.</p> |
| 49. Further comments: I'm not quite sure why a walking strategy doesn't seem to have links to Active Health strategies, but seems concerned with Anti-social behaviour? Also wondering on the objective stated above | <p>1.5 The Walking Strategy has been developed as part of a suite of policy documents under the Brent Long Term Transport Strategy (LTTS). The Walking Strategy reflects the objectives of</p> | | <p><u>Disagree</u> The point about links to active health strategies is already contained within the draft Strategy and is retained.</p> <p>Anti-social behaviour was</p> |

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| regarding surveillance; if Anti-social behaviour areas are known, why you would invest in CCTV rather than looking to have people on the ground, as you already know where the areas are and what the problem are; so spending money just watching them; doesn't seem to be solving a problem. | the LTTS and compliments the Physical Activity Strategy, along with the Brent Borough Plan and Mayor's Transport Strategy (MTS), as shown in Error! Reference source not found. Error! Reference source not found. The actions arising out of the Walking Strategy therefore also reflect those outlined in the LTTS and the MTS. | | identified in the responses received to the first consultation to develop the draft Walking Strategy as a key equality issue for Brent and one that deters walking. Brent Council deploys CCTV cameras in crime hotspots to support an evidence-based need to prevent crime and disorder. The Council also continually analyses usage to decommission any cameras that do not contribute to the safety of the community; thereby ensuring their cost-effectiveness. |
| 50. Further comments: It is imperative that the 20mph limit is established and enforced. Also action against anti-social scooter riders who ride in convoy and often on footpaths. | 5.7.1 To reduce vehicular speeds and the risks to pedestrians and other road users, Brent will support the wider implementation of 20mph zones within its new speed limit strategy. | | <u>Noted</u> The point on a 20mph limit is already contained within the draft Strategy and is retained. A borough-wide 20mph scheme is not currently supported at this time. Work will continue on implementing 20mph zones on an area-by-area basis such as around schools where requested. The riding of scooters and mopeds on the footway is illegal and enforceable by the Metropolitan Police only. |
| 51. Further comments: Walking is great for people who are able and who do not have to carry anything. While supporting enabling people to be safer when | | | <u>Noted</u> An Equality Impact Assessment (EIA) will be carried out as part of the consultation to assess the effects the Walking Strategy |

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| walking, I do not support anything that penalises, or makes it more difficult for people who still need to use private cars. | | | could have on different equality groups. Additionally, individual schemes that affect the highway also require an EIA to ensure different user groups are not unfairly affected. Brent's street network is limited and has to function and deliver for all road and footway users. Whilst striving to meet its Vision, the Walking Strategy will be delivered alongside the Council's other policies and strategies to best manage the space and demands on streets around the borough. It will not therefore unduly impact on users of private cars. |
| 52. Further comments: Cycling lanes need to be clearly marked with a continuous white line and should not stop abruptly. Random bicycle signs do not make the roads safe for cyclists which is why so many cycle on the pavements. | 5.7.9 Continuing the Council's existing work, Brent will continue to support the improvement of cycle routes to encourage appropriate cycling behaviour including, improving public information on where cycling is permitted. | | <u>Noted</u> This point is already contained within the draft Strategy and is retained. Further actions supporting this are contained in the Brent Cycle Strategy 2016-21 and therefore do not need to be contained in the Walking Strategy. |
| 53. Further comments: School access should be more secured and pedestrian crossing you'll be prioritised during rush hours. | | | <u>Noted</u> Traffic signals and pedestrian wait times at signalised crossings are managed by TfL. |
| 54. Further comments: We agree with the visions to provide (2.4) a better walking environment and (2.6) to improve subjective and | Action Support the introduction of pedestrian countdown signs at signalised pedestrian crossings, | 3.7.7 We will ensure that shopping areas and key pedestrian routes, such as from stations, schools | <u>Partially agree</u> When proposed to be delivered, further detail regarding specific schemes such as new, off-road |

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| <p>actual safety. 3.1 to 3.5 highlight infrastructure quality as key to getting more Brent residents to walk. We agree, however the proposals are weak and poor on detail. Brent Council must commit to pedestrianising more areas, or making roads no-through-routes for motor traffic, in particular in town centres where pedestrian footfall is far more important than through motor traffic. Pedestrian movement must be made easier and safer at main road junctions with crossing signals at all junction arms (e.g. junction of the A5 with Colindeep Lane), and with straight-across, single stage crossings without guard-rails. Uncontrolled crossings with pedestrian islands are not inviting, especially for pedestrians with young children, these should be replaced with straight-across pedestrian crossings which also help remove conflict for cyclists travelling along the road. Road crossings must be made easier for pedestrians by reducing waiting times (eg. Blackbird Hill by Lidl) and using intelligent systems which do not delay pedestrians following a button</p> | <p>particularly on high streets and at train stations.</p> <p>3.7.1 We will use a whole street approach to deliver better streets. Utilising TfL's healthy street indicators and ensuring the right balance between movement and place through TfL's Roads Task Force Street Types to deliver a wide range of economic, social, health and environmental benefits.</p> <p>3.7.7 We will ensure that shopping areas and key pedestrian routes, such as from stations, schools and hospitals offer high quality provision for pedestrians, particularly for people with mobility difficulties.</p> | <p>and hospitals offer high quality provision for pedestrians, particularly for people with mobility difficulties and where possible, we will consider having pedestrian-only areas.</p> | <p>footpaths will be available. It is not the intention of this strategy to provide this level of detail at this stage.</p> <p>The point about footway parking has been commented on previously.</p> <p>With regards to Objective 2, measures to improve the physical walking environment are addressed in Objective 1. The public and stakeholder engagement carried out in the development of the Walking Strategy showed that the provision of more and better walking facilities was essential to supporting more walking.</p> <p>With regards to integration of the Brent Cycle Strategy, the Walking Strategy will work alongside this in relation to point 3.7.1.</p> <p>In relation to the issue of cycling on pavements, this problem cannot be solved through cycle training though such training can go some way to reducing the issue. This point has also been commented on previously.</p> <p>In relation to the improvement of</p> |
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| <p>press if motor traffic has had priority for a long period. Where important pedestrian routes cross roads (e.g. at Olympic Way / Fulton Road) crossing arrangements should be biased more towards pedestrian convenience, with fast or immediate light changes and wide, well marked crossings. 3.7.4 mentions the possibility of introducing new off-road footpaths but gives no specifics. These are in fact needed in Silver Jubilee Park / West Hendon Open Space and Fryent Country Park, which are hardly walkable at present. Pavement parking (3.7.8) blurs the boundaries between pedestrian and motor traffic space and we support the interventions proposed, these should be extended to a commitment to ensuring formal parking space is not provided on or at the expense of pedestrian space. Objective 2 proposes a strategy (promotion) which has not been demonstrated to work for cycling, and it unlikely to work for walking. If the environment does not make walking inviting, promotion will make no difference. 4.7.4 and 4.7.5</p> | | | <p>cycling routes (5.7.9), this does not fall under the remit of the Walking Strategy but is supported by it.</p> <p>We agree that Figure 2 is not informative enough to support the statement in 5.1 and will be amended accordingly. The point on pedestrianisation is also incorporated into the amended Walking Strategy (3.7.7).</p> <p>Traffic signals and pedestrian wait times at signalised crossings are managed by TfL.</p> <p>In relation to additional infrastructure e.g. continuous pavements across side roads, junctions are designed for visibility and usability for all road users. Therefore, continuous pavements would only be considered as part of a scheme design where the entire junction would be placed on a raised table.</p> |
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| <p>propose interventions which will make improvements to the environment and we support these aims. We support the "Vision Zero" approach outlined in 5.2, this must not be at the expense of restricting pedestrian movement, but must be through making walking both easier and safer. We also support the further introduction of 20 mph zones (5.3), Brent Council must use a borough-wide approach similar to that employed in Camden. All residential streets in Brent should be 20 mph, taking 10 years to introduce piecemeal 20 mph zones is not working. Additional improvements to pedestrian infrastructure should include continuous pavements across side roads, particularly on the boundary of 20mph zones. The walking strategy should be integrated with the Brent Cycling Strategy. In particular pedestrian improvements should always be taken as an opportunity to improve conditions for cyclists (to reduce conflict through cyclists using pavements); therefore the London Cycle Design Standards should always be taken into account, and also the new 'Healthy Streets' guidance that</p> | | | |
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| <p>TfL is currently developing, as well as the London Plan (in the case of new developments). 5.4 and 5.5 highlight pavement cycling as a concern for pedestrians. We agree that pavement cycling is a response to the unsafe cycling environment in Brent. Safe, direct, separate cycle infrastructure would dramatically reduce the prevalence of people using bicycles on pavements. 5.7.3 does not propose to solve this problem. In addition, the language used in 5.7.9 is very non-committal ("continue to support the improvement of cycle routes"), Brent Council must commit to "improve and expand a network of safe cycle routes." Shared space between pedestrians and cyclists must be avoided in high-usage areas and new developments (eg Wembley Park redevelopment) to eliminate possible conflict between walkers and cyclists. Paths through parks should be wide enough to accommodate cycling and walking (either segregated or unsegregated) to eliminate conflict. Separate paths are justifiable in high-use locations. We are concerned about the use</p> | | | |
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| of figure 2, which is illegible and does not appear to support the statement made in 5.1. | | | |
| 55. Further comments: The actions on introducing a standard review; annual scanner surveys; and ensuring passive surveillance all seem quite similar - can you combine into 1 action? | | | <u>Disagree</u> These actions cover different aspects of monitoring for different regimes, for example monitoring the condition of the footway and planning policy. Therefore, they should remain as separate actions. |
| 56. Missing action: To replace street furniture when it's broken | | | <u>Noted</u> Damaged or missing street furniture can be reported using the Cleaner Brent app. Work to replace or remove this damaged street furniture is delivered through the borough's LOHAC contract which is also used to deliver statutory safety inspections. Repairs to street furniture are made on a priority assessment basis. |

Theme: Other comments

| Response/Suggestion | Consultation document | Revised draft Walking Strategy | Brent Council comments |
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| 57. Missing objectives: Do the same for cycling. | | | <u>Noted</u> Actions to expand cycling in Brent are contained within the Cycle Strategy 2016-21. |
| 58. Missing objectives: Engagement with eg employers, companies, public sector bodies, entertainment venues etc etc encouraging their contribution towards the objectives. Also something a bit more focused on long term environmental benefits. | <p>4.7.2 We will work with companies and employer organisations to encourage walking to work including as part of commuter journeys by public transport.</p> <p>1.3 Air pollution is a substantial environmental and public health issue for Brent and all of Greater London. Poor air quality can have a detrimental impact on quality of life, as well as physical and mental health. In some cases, it can even contribute to a shortening of life. Brent has implemented an Air Quality Management Area to confront this issue which covers most of the borough, including 12 wards in their entirety and along significant road corridors. Trips undertaken by walking instead of private vehicles or public transport reduce air pollution and deliver a wide range of personal health benefits. Walking in town</p> | <p>1.3 Air pollution is a substantial environmental and public health issue for Brent and all of Greater London. Poor air quality can have a detrimental impact on quality of life, as well as physical and mental health. In some cases, it can even contribute to a shortening of life. Brent has implemented an Air Quality Management Area to confront this issue which covers most of the borough, including 12 wards in their entirety and along significant road corridors. Trips undertaken by walking instead of private vehicles or public transport reduce both air and noise pollution and deliver a wide range of personal health benefits. Walking in town centres also supports local businesses and jobs. Furthermore, a reduction in car journeys lowers emissions of carbon dioxide which is a primary cause of climate change. A modal shift from private car to</p> | <p><u>Partially agree</u> The first point is already contained within the draft Strategy and is retained.</p> <p>The long term environmental benefits of walking have now been incorporated into the revised Walking Strategy (1.3).</p> |

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| | centres also supports local businesses and jobs. | walking can therefore contribute to long term environmental benefits. | |
| 59. Missing objectives: If this at the detriment to drivers and public transport users then my answers would differ. | | | <p><u>Noted</u> An Equality Impact Assessment (EIA) will be carried out as part of the consultation to assess the effects the Walking Strategy could have on different equality groups. Additionally, individual schemes that affect the highway also require an EIA to ensure different user groups are not unfairly affected.</p> <p>Brent's street network is limited and has to function and deliver for all road and footway users. Whilst striving to meet its Vision, the Walking Strategy will be delivered alongside the Council's other policies and strategies to best manage the space and demands on streets around the borough. It will not therefore unduly impact on users of private cars.</p> |
| 60. Missing objectives: Integrate the Walking Strategy with the Cycling Strategy to form a comprehensive programme of active travel. | <p>3.7.1 We will use a whole street approach to deliver better streets. Utilising TfL's healthy street indicators and ensuring the right balance between movement and place through TfL's Roads Task Force Street Types to</p> | | <p><u>Noted</u> The Walking Strategy will work alongside the Cycle Strategy in relation to point 3.7.1. To facilitate implementation of new cycling and walking schemes, the Walking and Cycle Strategies are separate policies but will work</p> |

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| | deliver a wide range of economic, social, health and environmental benefits. | | together to achieve the aims of the LTTS. |
| <p>61. Missing actions: Review bus stops that are close together eg wembley high road where large numbers of people waiting make pavement impassable. Ticket cars that are parked in driveways without dropped kerbs or where several cars are parked and therefore obstruct the pavement. See London rd, Lonsdale ave, Cecil ave and connecting streets for dozens of cars parked on front garden without dropped kerb. Why isn't this monitored and enforced. Deter parents from driving to local schools by enforcing parking restrictions at the schools. Where my children go to school the parents park illegally and irresponsibly which is dangerous for children and unfair to the residents.</p> | <p>3.7.8 We will reduce pavement parking where it is detrimental to pedestrian safety and convenience. We will employ a range of potential interventions, including but not limited to:</p> <ul style="list-style-type: none"> • Formalising parking arrangements in unregulated areas; • Improving highway design to protect pedestrian priority on footways; and • Utilising enforcement action <p>Action Increase the number of children walking to school</p> | | <p><u>Noted</u> Bus stops are placed in accordance with TfL bus design standards and in consultation with the Council and Metropolitan Police. Their location also adheres to guidance on bus accessibility as set out in the Mayor's Transport Strategy.</p> <p>Queues at bus stop which obstruct pavements are often caused by disruptions to bus services that affect frequency. Bus services in Brent are delivered by TfL who are responsible for improving bus reliability. However, Brent Council is working with TfL and other bus operators to improve reliability throughout the borough, thereby reducing queues at bus stops.</p> <p>The parking of cars in driveways without dropped kerbs does not impact on walking and therefore is not covered in the draft Walking Strategy.</p> <p>Where cars are parked in a manner that obstructs the</p> |

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| | | | <p>footway, the Council's parking enforcement officers are able to issue Penalty Charge Notices to deter drivers from parking in this manner. Obstruction of the footway is also already contained within the draft Strategy (3.7.8).</p> <p>Several Council policies such as the Cycle Strategy and Physical Activity Strategy work together to encourage children to travel to school by sustainable means. The draft Walking Strategy also has a designated action to increase the number of children walking to school. Enforcement of parking restrictions around schools is contained within the Council's Parking Strategy 2015.</p> |
| <p>62. Missing actions: Share information on air quality with residents on a regular basis, and in accessible format, identifying the locations as well as providing advice on how residents can reduce their exposure to such. This information should identify areas where exceedance of air quality limits, particularly NO2 are a regular occurrence. In addition to increasing the number of children to walk to school, the same should be done for the number of teachers walking to</p> | | | <p><u>Noted</u></p> <p>Air quality in Brent is monitored at several air quality monitoring sites across the borough that are part of the London Air Quality Network. The Mayor of London uses information from this network to issue alerts when levels of air pollution are high. Brent residents can also subscribe through the Council's website to receive air quality text alerts. Advice on reducing exposure is provided by the National Health Service.</p> |

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| <p>school. Brent Council staff should also be encouraged to walk to work, lead by example, and this data should be made available to residents. Travel subsidies and therefore claims that relate to activities undertaken locally, should be ended, as Brent staff should be encouraged to either walk or cycle to such.</p> | | | <p>In similar practice to most workplaces across Brent and Greater London, Brent Council staff are encouraged to use sustainable modes of transport to travel to work. The Council has recently surveyed staff on their travel choices to facilitate an increase in active travel. This information is currently being incorporated into a Civic Centre Travel Plan which will be available to the public once published. Council staff do not receive any travel subsidies or claims relating to local activities.</p> |
| <p>63. Missing actions: Instead of build new and bigger pavements, keep in better condition what we have. Brent is the costlier borough in London. Cut unreasonable spending. No need for bigger pavements just teach kids basic rules, like check both way before crossing and use zebra crossing.</p> | <p>3.5 Uneven pavements and footpaths present trip hazards, which can be a safety risk and is a significant equality issue for several groups protected under the Equality Act (2010), including older persons, people with disabilities and parents with children. In recent years, due to substantial budget cuts, Brent Council has had to amend the way it identifies and prioritises pavement defects for repair. Currently 7.6% of the most used pavements are in need of substantial maintenance. In 2015/16, Brent resurfaced approximately 6.89km of</p> | | <p><u>Noted</u> The first point is already contained within the draft Strategy and is retained.</p> <p>Brent Council's Cabinet meets on an annual basis to agree a spending budget. Annual statements of accounts and the budget book are available for Brent residents to view on the Council's website.</p> <p>Brent Council provides lessons for primary school children on the safe crossing of roads. These are available to primary schools on request.</p> |

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| | pavements, representing 0.81% of the total network. Brent is currently engaged in ongoing efforts to reduce the maintenance backlog on resurfacing of roads and pavements, but it is essential this is maintained into the future. | | |
| 64. Missing actions: Looking at better usage of canals as walkways around the borough Looking to work with other strategies such as the Air Pollution strategy to ensure a more holistic approach to walking and air pollution | | | <p><u>Noted</u> The Canal & River Trust are responsible for maintenance of the towpaths alongside the canal network in Brent and encouraging their usage. The Council is also looking to include canals as part of the footpath network.</p> <p>The point on air pollution has been commented on previously. Additionally, the Walking Strategy will work alongside Brent's other strategies, including the Air Quality Action Plan, to ensure that actions within it contribute to the Council's commitment to reducing air pollution and improving air quality across the Borough.</p> |
| 65. Missing actions: As well as footway parking reporting there is a need for pavement obstruction reporting e.g. Overhanging hedges and tree which can cause serious hazards for blind | <p>2.4.1 Many respondents indicated that a key barrier to walking is a poor walking environment. Brent will build on its existing network and facilities in order to make walking</p> | | <p><u>Noted</u> Pavement obstructions, including overhanging hedges and trees, can be reported using the Cleaner Brent app. Homeowners are responsible for the</p> |

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| <p>people. Enforce no parking outside schools during drop off and pick up periods as part of walking to school strategy. Do much more to identify, improve and promote pleasant walking and cycling routes around the borough e.g. to/from parks, high streets etc.</p> | <p>a more attractive and practical option, especially in our town centres, retail parades and key routes from residential areas and stations. Brent is committed to encouraging more walking by improving the walking environment for the community</p> | | <p>maintenance of hedges near a public highway and the Council carries out pro-active inspections where notice is given to owners of any hazardous overhanging foliage after it is reported. As this issue is covered under existing legislation and is therefore a statutory function, it is not required as a specific action in the Walking Strategy.</p> <p>Parking restrictions outside schools are set out in the Council's Parking Strategy 2015 and not therefore included in the draft Walking Strategy.</p> <p>The promotion of pleasant walking routes around the Borough is inherent in the draft Walking Strategy's Vision and first Objective (2.4.1). The promotion of pleasant cycling routes is contained within the Brent Cycle Strategy 2016-21.</p> |
| <p>66. Missing actions: I think that cycling and the provision of cycle paths should be secondary to pavement and safe walking environments. Not everyone can or wants to cycle, older people probably want to walk on flat surfaces.</p> | | | <p><u>Noted</u></p> <p>The draft Walking Strategy sets out a plan for how Brent Council can support an increase in walking in the Borough. Frequent cycling on footways reduces pedestrian safety and can be a barrier to for some residents to walking. The draft Walking</p> |

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| | | | Strategy addresses this barrier by supporting the Cycle Strategy to continue to deliver cycle training and cycle routes so that cyclists do not feel it necessary to use footpaths. These actions will contribute to achieving safer walking environments that allow all Brent residents to walk more. |
| 67. Further comments: perhaps the areas where there is grass verge can be removed so that cyclists can ride on that patch but they should still not be on the pavement. | | | <u>Noted</u> Grass verges are often valued by local residents through improving the appearance of the public realm and also in providing easy access to utilities such as water and electricity that don't require the pavement surface to be damaged. They are therefore retained by the Council where possible. Provision of new segregated cycle routes is an action within the Brent Cycle Strategy 2016-21. Such routes will help to discourage cyclists from cycling on pavements. |
| 68. Further comments: I love this strategy - absolutely the right thing to do. | | | <u>Noted</u> |
| 69. Further comments: As this should be something that should benefit all residents of Brent, no area should be given precedence over others, particularly parts of Brent that have long been neglected. It's also important to | | | <u>Noted</u> The draft Walking Strategy sets out a vision for walking that covers the entire borough. It does not specify actions that will benefit only certain locations so that a better environment and |

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| note that areas should be improved for the people who are already there, not as a means of attracting people with higher incomes. | | | improved experience of walking will be felt across all of Brent's wards and by all of its residents. |
| 70. Further comments: Pedestrians, mothers with pushchairs and wheelchair users must be able to use our pavements easily and safely. School children should make short journeys to school on foot so that others can get on buses. Surely pupils getting a bus from Ealing Road to Ark Academy, Wembley High Road must be considered unacceptable - just because they get free fares why should they be allowed to travel this short a journey by bus rather than walking it? Surely all of this is adding to childhood obesity rates? | Action Increase the number of children walking to school | | <u>Noted</u> The provision of Zip Oyster photocard for school children that allow free travel on Brent's buses is a policy delivered by TfL. Whilst this is supported by Brent Council, active travel to school is promoted in the draft Walking Strategy and also in Brent's Physical Activity Strategy of which reducing childhood obesity is a key theme. Bus services in Brent are delivered by TfL who are responsible for improving bus reliability. However, Brent Council is working with TfL and other bus operators to improve journey time reliability throughout the borough, thereby reducing queues at bus stops and improving the passage of wheelchair users and pedestrians. |
| 71. Further comments: One of the main issues is how enforcement will be ensured and what penalties and/or fines will be implement. It is important to | | | <u>Noted</u> The comment does not make clear what issue should be enforced and cannot therefore be responded to. |

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| have rules and policies but enforcement is equally important | | | |
| 72. Further comments: well planned and well thought over | | | <u>Noted</u> |
| 73. Further comments: Instead of focusing on encouraging people to walk on London's streets the council should be concentrating on improving access to parks and maintenance of natural spaces. Local voluntary groups could be established to help. Increasing the flora and fauna on London streets will make walking more pleasant than installing unsightly and unnecessary signage. The elderly who have long term conditions do not benefit from this scheme and many find walking very painful and exhausting. Large increases in speed bumps mean that car journeys are more painful for those with arthritic complaints. Increasing the number of cyclists requires a policy to ensure cyclists are aware of safety and are considerate to other road users. Fit & healthy people in London simply don't have time to walk everywhere, but do in fact lead less sedentary lives than those in the home counties who don't have access to the tube network and who rely on cars. In | <p>3.7.3 We will introduce more street trees to improve the urban environment. The presence of more street trees will assist in slowing traffic, providing shade on pavements during hot weather and contribute to mitigating air pollution. Street trees also provide a form of separation between pedestrian and vehicular traffic, which ensures footways are more pleasant for pedestrians. These benefits will help to encourage a greater number of people to walk and will assist in reducing pedestrian casualties on the roads.</p> <p>3.7.10 We will provide improved wayfinding street furniture, such as Legible London signage, to support walking, particularly for short distances, on high streets and near major trip generators. This should be complemented by removing obsolete street furniture to reduce clutter on pavements and footpaths.</p> | | <p><u>Noted</u> The points on footpaths in parks, cycling on footpaths and anti-social behaviour have been commented on previously. The point about flora and fauna is already contained within the draft Strategy in relation to street trees and is retained. Additional flora and fauna at specific locations is considered in relation to larger scheme designs where funding has been secured.</p> <p>In the responses received to the first consultation to develop the draft Walking Strategy, residents identified that poor wayfinding signage was a barrier to walking in the borough. New wayfinding signage is therefore necessary to support walking in combination with the removal of obsolete signage (3.7.10).</p> <p>Traffic calming measures such as speed bumps are used to reduce speed on roads in Brent that have high incidences of road traffic accidents, as part of the Borough's road safety</p> |

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| certain areas people are reluctant to walk for fear of anti social groups. Tackling this would be helpful, but increased surveillance is not a positive way to do so. | | | programme. This programme is approved and closely monitored by TfL to ensure that speed bumps are located at known accident sites and are not used unnecessarily in order to reduce discomfort for those travelling in cars with arthritic complaints. |
| 74. It seems that the council is looking towards yet another mechanism to generate revenue from residents and business in addition to the council taxes | | | <u>Disagree</u> The Brent Walking Strategy is a policy for improving walking in the borough. Any costs linked to implementing the Strategy would be met from existing resources (both externally and internally). Should any additional funding requirement arise, then this would be subject to budget availability and ratification by Cabinet, before proceeding. |
| 75. Missing actions: This needs to be communicated to all brent residence as not everyone have email or access to web or confidence to fill in online documents | | | <u>Noted</u> Paper copies of the consultation questionnaire and documents were available in the borough's libraries and sports centres providing those without internet access the opportunity to have their say. |
| 76. Further comments: North wembley high street needs investment | 3.4 A key issue raised in the engagement survey undertaken was the maintenance requirements for pavements, particularly on high streets. In certain circumstances, such as | | <u>Noted</u> Walking specific locations for improvement have not been cited so as not to limit the opportunity for improving the whole network where opportunities present themselves. However, there will |

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| | <p>constrained urban town centres, it is not possible to install any additional pedestrian facilities. In these locations, the maximum utility must be obtained from the existing infrastructure, which requires an extensive maintenance regime.</p> <p>4.6 Brent will work in partnership with third parties to identify, design and implement improved walking facilities, particularly in high streets and regeneration areas.</p> | | <p>be a focus on high streets and regeneration areas where there is a high footfall (4.6). Also, while we agree that improvements are needed at particular locations, these are to be addressed through alternative schemes which will support walking Sites will be assessed on an individual basis.</p> <p>The Wembley Area Action Plan focuses on the strategy for growth and regeneration in Wembley.</p> |
| 77. Missing objective: Perhaps offer staff who complete visits, parking permits within the Civic Centre Parking area. This may offer a solution to the current issue for some staff that do require a car. As a resident of Wembley, all neighbours are fed up off with parking issues, especially during the day where residents themselves have no where to park. Parking restrictions MUST apply all over Brent. Not fair on residents to park miles away from their homes. | | | <p><u>Noted</u> Measures relating to parking enforcement are contained within the Council's Parking Strategy in line with a commitment in the LTTS.</p> |
| 78. Missing action: Improve Brent councils response to complaints relating to parking abuse and Blue badge abuse | | | <p><u>Noted</u> Measures relating to Blue Badge fraud and use are contained within the Council's Parking</p> |

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| | | | Strategy in line with a commitment in the LTTS. |
| 79. Further comments: Giving my support and wish you the best in taking the plan forward and implementing | | | <u>Noted</u> |
| 80. Missing objective: I think it would be better to focus on cycling instead of walking. | 3.7.1 We will use a whole street approach to deliver better streets. Utilising TfL's healthy street indicators and ensuring the right balance between movement and place through TfL's Roads Task Force Street Types to deliver a wide range of economic, social, health and environmental benefits. | | <u>Noted</u> The Walking Strategy will work alongside the Cycle Strategy in relation to point 3.7.1. To facilitate implementation of new cycling and walking schemes, the Walking and Cycle Strategies are separate policies but will work together to achieve the aims of the LTTS. |
| 81. Missing objective/further comments: Who would disagree with any of the above? This is a pointless consultation. The 'actions' are full of jargon and difficult to understand. | | | <u>Partially disagree</u> Where phrases are not self-explanatory, such as 'annual scanner surveys' these will be explained in the body of the Strategy. For example, annual scanner surveys are surveys to determine the condition of pavements and roads. |
| 82. Missing objective: Finish road work be check everytime and pass | | | <u>Noted</u> The comment is not clear as to the issue and cannot therefore be responded to. |
| 83. Missing action/further comments: Provide places where young people could go. No (Caribbean people are being pushed out of Brent.) | | | <u>Noted</u> Provision of sports and active recreation facilities for young people are considered in the Planning for Sport and Active |

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| | | | <p>Recreation Facilities Strategy.</p> <p>Not enough explanation has been provided regarding the statement, 'Caribbean people are being pushed out of Brent'. Therefore, we are unable to provide a response to this.</p> |
| <p>84. Missing action: Urgent pedx crossing needed at M&S Salusbury Road</p> | <p>4.6 Brent will work in partnership with third parties to identify, design and implement improved walking facilities, particularly in high streets and regeneration areas.</p> | | <p><u>Noted</u> Walking specific locations for improvement have not been cited so as not to limit the opportunity for improving the whole network where opportunities present themselves. However, there will be a focus on high streets and regeneration areas where there is a high footfall (4.6). Also, while we agree that improvements are needed at particular locations, these are to be addressed through alternative schemes which will support walking Sites will be assessed on an individual basis.</p> |
| <p>85. My concern is that pedestrians are not getting any priority. For example: '5.7.9 Continuing the Council's existing work, Brent will continue to support the improvement of cycle routes to encourage appropriate cycling behaviour including, improving public information on where cycling is permitted.' The</p> | | | <p><u>Noted</u> Traffic islands can create 'pinch points' for cyclists and can be removed in accordance with London Cycling Design Standards. In order to ensure pedestrian safety and accessibility isn't compromised, road widths are usually narrowed. The addition of zebra</p> |

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| <p>implementation of the cycle quietways and the works around Willesden Green station mean that traffic islands are being removed. I remember the campaigns to get some of these traffic islands installed. Traffic volumes will not have reduced since they were installed. This will mean crossing the road becomes more dangerous for pedestrians. We are told that they are being removed as cyclists don't like traffic islands. Install zebra crossing or traffic lights instead and you will be helping pedestrians. Narrowing a road and removing traffic islands does not help pedestrians. Cycling features a lot in the walking strategy. But we have different needs.</p> <p>An Equality Impact Assessment should be done on all traffic schemes. Pedestrians are often not very mobile and we should not be expected to be able to run across a road. And I don't know how blind people or people with learning difficulties are meant to cope with floating bus stops, some of which are planned for Brent.</p> <p>And design schemes to take rain into account, too many dropped</p> | | | <p>crossings or traffic lights would be considered as part of new scheme designs that include the removal of traffic islands, and these crossings would adhere to highway design standards. Therefore, the needs of both pedestrians and cyclists would be considered and balanced in such schemes.</p> <p>A small number of actions to improve the provision of cycling facilities in Brent are present in the Walking Strategy as a means of discouraging cycling on footways, thereby improving pedestrian safety. All actions in the Walking Strategy are present to meet the needs of pedestrians and achieve the Strategy's objectives.</p> <p>An Equality Impact Assessment (EIA) will be carried out as part of the consultation to assess the effects the Strategy could have on different equality groups, and on cohesion and good relations. EIAs are also undertaken on all highway improvement design schemes to be implemented in the Borough.</p> <p>In order to prevent pedestrians,</p> |
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| kerbs have inadequate drainage and collect water. | | | <p>particularly those with visual impairments and other disabilities, colliding with cyclists at floating bus stops, tactile paving and informal zebra crossings will be used in scheme designs, with humps by bus stops to encourage cyclists to reduce speeds and give pedestrians priority.</p> <p>New scheme designs will also follow guidance from the Brent Placemaking Guide as well as standard industry good practice in relation to the provision of appropriate drainage on dropped kerbs.</p> |
| <p>86. To facilitate walking the Council may wish to review planning policies to encourage mixed uses and a close relationship between living and working.</p> <p>Promoting enjoyment of walking is an effective way to bring about change. We note that the questionnaire refers to guide-led walks through parks. Promotion of the local historic environment, whether in terms of local townscape or significant individual heritage assets, can be used to enhance the experience</p> | | | <p><u>Noted</u></p> <p>Brent currently has five identified growth areas around the borough that provide a focus for increased employment, housing and population. These growth areas have been identified for their ability to concentrate sustainable development close to transport hubs, in order to reduce the need for private cars and enable more walking. Therefore, our planning policies will align with this principle to ensure a close relationship between living and working.</p> <p>The new Development</p> |

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| <p>of walking as compared to other means of transport that are more divorced from the locality. We hope that you will consider opportunities to promote interest in the local historic environment as a strand of your walking strategy.</p> | | | <p>Management Policies provide further detail regarding this matter which is managed through Planning and detailed in the DMP. This requires implementation when applications are submitted. No further action is therefore needed in the Walking Strategy.</p> <p>The self-led walks on the Council's website make reference to places of local historic interest where relevant. In addition, the Council's Active Lifestyles team is currently reviewing its healthy walks programme with the intention of developing a revised programme as part of the Brent Physical Activity Strategy 2016-21. The importance of integrating the local historic environment into these walks has been noted.</p> |
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