

Original	Amended
Brent Walking Strategy 2016-2021	Brent Walking Strategy 2017-2022
<p>1.2 All journeys invariably start and end with walking. Therefore it is important that walking is considered a key part in encouraging more sustainable or active modes of travel, whether it is for part or all of the journey. Pavements and footpaths are essential to all and require no skills or equipment to use. With Brent's growing population, an increase in walking is essential to ensure other transport networks continue to function efficiently, as well as delivering public health improvements for Brent residents.</p>	<p>1.2 Most journeys start and end with walking. Therefore, it is important that walking is considered a key means of encouraging more sustainable or active modes of travel, whether it is for part or all of a journey. Pavements and footpaths are essential to all as they allow access to local places and create the street environments where daily life is played out. With Brent's growing population, an increase in walking is essential to ensure other transport networks continue to function efficiently, as well as delivering public health improvements for Brent residents.</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 centres also supports local businesses and jobs.</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 (AQMA) to tackle this issue. An AQMA is any part of the borough in which it appears that air quality standards or objectives are not being met and this covers most of the borough, including 12 wards in their entirety and significant road corridors. Trips undertaken by walking instead of private vehicles reduces the number of car journeys and therefore lowers emissions of carbon dioxide. Public transport also assists to reduce both air and noise pollution and deliver a wide range of personal health benefits. Together these work to improve air quality and help to lower the causes of climate change. Walking in town centres also supports local businesses and jobs.</p>
<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 component of Brent's approach to tackling these issues, particularly where they lead to long-term public health</p>	<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 component of Brent's approach to tackling these issues, particularly where they lead to long-term public health</p>

improvements and establishing active lifestyles for residents.	improvements and establish active lifestyles for residents.
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.	1.5 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 complements the Cycle Strategy, Physical Activity Strategy, Air Quality Strategy. These stem from the Brent Borough Plan and Mayor's Transport Strategy (MTS). The actions arising out of the Walking Strategy therefore also reflect those outlined in the LTTS and the MTS.
No equivalent in original version – paragraph added.	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 work alongside the Brent Placemaking Guide and best practice industry standards of good urban design.
Figure 1	Figure 1 removed
1.6 The Walking Strategy has been developed following public and stakeholder engagement, which took place from August to October 2015. This was used to understand what issues Brent residents felt needed to be addressed to encourage more walking in the borough and suggestions on how they might be addressed.	1.7 The Walking Strategy has been developed following public and stakeholder engagement, which took place from August to October 2015. This was used to understand what issues Brent residents felt needed to be addressed to encourage more walking in the borough and suggestions on how they might be implemented. The vision, objectives and actions of the Walking Strategy were developed from this and consulted on between September and December 2016.
1.7 Responses to this engagement were monitored to ensure the diverse nature of Brent was fully represented within the results.	1.8 Responses to this engagement were monitored to ensure the diverse nature of Brent was represented within the results.
1.9 The Action Plan designed to help achieve the targets will be implemented by a variety of means, including the Local Implementation Plan, development contributions and funding	1.10 An Action Plan has been designed to help achieve the Strategy's targets and will be implemented by a variety of funding means, including the Local Implementation Plan,

available for specific schemes or programmes.	developer contributions and funding available for specific schemes or programmes.
1.11 To achieve this vision Brent Council has set the following objectives:	1.3 Brent Council is committed to achieving this vision through the following objectives:
1.4 Objective 1: Provide a better environment and improve the experience of walking within the borough, ensuring it is fully accessible and inclusive for all	1.4 Objective 1: Provide a better environment and improve the experience of walking within the borough, ensuring it is accessible and inclusive for all
1.4.1 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 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	1.4.1 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 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
3 Objective 1: Provide a better environment for pedestrians and improve the experience of walking within the borough, ensuring it is fully accessible and inclusive for all	3 Objective 1: Provide a better environment for pedestrians and improve the experience of walking within the borough, ensuring it is accessible and inclusive for all
1.1 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.	1.1 The engagement survey highlighted residents wanted better facilities for walking to become an attractive option for travel and recreation. Poor quality or excessive street furniture such as advertising boards outside businesses, high vehicle speeds on local streets and insufficient lighting and footpaths through parks were identified as specific barriers to walking.
1.2 These issues discourage people from walking in the borough	1.2 Such issues discourage people from walking in the borough

<p>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>	<p>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>
<p>1.3 The survey also shows that Brent residents specifically want improved facilities to public transport stops and stations, in town centres and at shopping destinations, and on local streets. Improvements in these locations will also help to support ongoing regeneration, which is a key corporate priority for Brent Council.</p>	<p>1.3 The survey also shows that Brent residents specifically want improved facilities to public transport stops and stations, in town centres and at shopping destinations, as well as on local streets. Improvements in these locations will also help to support ongoing regeneration, which is a key corporate priority for Brent Council.</p>
<p>1.5 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 maintenance¹. 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.</p>	<p>1.5 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, 27.0% of pavements in Brent are in need of structural maintenance². In 2015/16, Brent resurfaced approximately 6.89km of pavements, representing 0.81% of the total network³. Brent is currently engaged in ongoing efforts to reduce the maintenance backlog on resurfacing of roads and pavements, but it is essential this is continued into the future.</p>
<p>1.5.1 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,</p>	<p>1.5.1 We will use a whole street approach to deliver better streets. Utilising Transport for London's (TfL's) healthy street indicators and ensuring the right balance between movement and place through TfL's Roads Task Force Street</p>

¹ 'Report to Cabinet: Highways Capital Scheme Programme 2016-17', Brent Council (2016)

² National Performance Indicators (BV187)

³ Report to Cabinet: 'Highways Capital Scheme Programme 2016-17', Brent Council (2016)

social, health and environmental benefits.	Types ⁴ to deliver a wide range of economic, social, health and environmental benefits.
1.5.2 We will design to Living Streets principles when improving the highway network to better manage space, with particular consideration for younger and older persons.	1.5.2 We will design to Living Streets ⁵ principles when improving the highway network to better manage space, with particular consideration for younger and older persons, and those with disabilities.
1.5.3 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.	1.5.3 We will plant 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 may help to encourage a greater number of people to walk and should assist in reducing pedestrian casualties on the roads.
1.5.4 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.	1.5.4 We will provide additional safe and comfortable off-road footpaths, where possible, particularly in parks, as long as there is strong demand.
1.5.9 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.	1.5.9 In areas of high pedestrian footfall, such as high streets and stations, we will continue to support the introduction of pedestrian countdown signs at crossings as part of signal replacement schemes to support greater pedestrian safety and accessibility.
1.5.10 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	1.5.10 We will provide improved wayfinding street furniture, such as Legible London signage (an easy-to-use visual TfL signage system to help people find their way), to support walking, particularly for short distances, on high streets and near

⁴ <https://tfl.gov.uk/info-for/boroughs/street-types>

⁵ <https://www.livingstreets.org.uk/>

<p>furniture to reduce clutter on pavements and footpaths.</p>	<p>major destinations. This should be complemented by removing obsolete street furniture to reduce clutter on pavements and footpaths.</p>
<p>1.5.12 As part of our Community Access Strategy, we will review communication of public reporting procedures for pavement and footpath defects to ensure defects can be reported more easily, particularly in hard-to-reach communities, which otherwise may not be reported.</p>	<p>Paragraph removed</p>
<p>1.6 Lack of physical activity is currently one of the biggest threats to health. Active travel is likely to be the main way many people meet their physical activity because it can be incorporated into their daily routine easily. It has been determined that the minimum physical activity requirement is thirty minutes per day, which can easily be achieved through a fifteen minute walk to and from public transport. The use of public transport has been associated with maintaining a healthy weight and weight loss because of the walking involved in using public transport.</p>	<p>1.2 Lack of physical activity is currently one of the biggest threats to health. Over half of Brent's adult population do not undertake sport or physical activity and a higher percentage of Brent's school children in reception and year 6 were obese when compared to the England average⁶. Active travel is likely to be the easiest and main way many that people can incorporate physical activity into their daily routine. It has been recommended that the minimum physical activity requirement is thirty minutes per day⁷, which can easily be achieved through a fifteen minute walk to and from public transport. The use of public transport has been associated with maintaining a healthy weight and weight loss because of the walking involved getting to and from public transport stops.</p>
<p>1.3 By shifting shorter car journeys to other modes such as walking or cycling will increase physical activity. Walking is a particularly important activity as it is one that people are most likely to do consistently through their life and does not require purchasing of equipment to be able to do it.</p>	<p>1.3 Shifting shorter car journeys to other modes such as walking or cycling will also increase physical activity. Walking is a particularly important activity as it is one that most people are likely to do consistently.</p>
<p>1.5 Brent has released a Physical Activity Strategy for Brent, which</p>	<p>1.5 Brent has released a Physical Activity Strategy for the</p>

⁶ Brent Council Joint Strategic Needs Assessment: Overview Report 2015/16, <https://www.brent.gov.uk/jsna>

⁷ Department for Health, 2011. Physical activity guidelines for Adults (19-64 years).

aims to increase physical activity and address the causes of obesity and inactivity. Walking is a key way of increasing this, and small behavioural changes, such as walking to or from a train or underground station can provide a step-change to more active lifestyles.	borough, which aims to increase physical activity and address the causes of obesity and inactivity. Walking is a key way of increasing this, and small behavioural changes, such as walking to or from a station or bus stop can provide a step-change to a more active lifestyle.
1.5.1 We will work with partners and user groups in ensuring specific destinations popular with residents and visitors are convenient and attractive to access and explore on foot.	1.5.4 We will work with partners and user groups to ensure specific destinations popular with residents and visitors are convenient and attractive to access and explore on foot.
1.1 In the past five years, the number of pedestrian casualties in Brent has been generally rising, as shown in Error! Reference source not found.. This is consistent with patterns seen across London, and is likely caused by an increase in total pedestrian numbers.	1.1 Between 2005 and 2015 the number of pedestrian casualties in Brent has fluctuated. The number of pedestrians receiving fatal injuries in collisions with vehicles has decreased slightly though still remains too high. These trends are being experienced across London ⁸ as well as nationally ⁹ .
Figure 2	Figure 2 removed
1.2 Ultimately, Brent aims to achieve a zero pedestrian fatality rate by 2020 and a reduction of 15% on total casualties. At the same time, Brent aims to see an increase in pedestrian mode share from 29% of all trips in 2013/14 (London Travel Demand Survey, 2014) to 35% by 2021.	1.2 Ultimately, Brent aims to achieve zero pedestrian fatalities by 2021/22 and a reduction of 30% on the total number of casualties. At the same time, Brent aims to see an increase in pedestrian mode share from 27% of all trips in 2013/14-2015/16 to 30% by 2021/22.
1.3 It's widely accepted that as vehicle speed increases, so does the likelihood of a collision and the severity of injury. In order to improve safety for pedestrians and cyclists on local streets, Brent has been introducing local 20mph zones for over ten years. In order to further take advantage of the safety improvements of reducing speed limits, Brent will continue to support further introduction of 20mph zones, and we will develop a Speed Limit Strategy.	1.3 It is widely accepted that as vehicle speed increases, so does the likelihood of a collision and the severity of injury. In order to improve safety for pedestrians and cyclists on local streets, Brent has been introducing local 20mph zones for over ten years. In order to further take advantage of the safety improvements of reducing speed limits, Brent will continue to support introduction of 20mph zones throughout the borough.

⁸ 'Collisions and casualties on London's roads: Annual report 2015', Transport for London (2016)

⁹ 'Reported road casualties in Great Britain: 2015 annual report', Department for Transport (2016)

<p>1.5 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>1.6 While cycling on the pavement is unlawful, previous consultations undertaken by Brent in preparation of the Cycle Strategy found that many cyclists cycle on pavements because they do not feel safe on the road. Whilst moving traffic offences such as this can only be enforced by the Metropolitan Police, Brent's role is to make the roads safer for cyclists so they do not feel they must cycle on pavements.</p>
<p>1.6 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. In the past, Brent Council has utilised Public Spaces Protection Orders to address localised anti-social behaviour issues in public areas, and we will continue to do so in future.</p>	<p>1.6 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 all to walk in Brent, particularly older people, young children, parents with children or people with disabilities. In the past, Brent Council has utilised Public Spaces Protection Orders to address localised anti-social behaviour issues in public areas, and we will continue to do so in future.</p>
<p>1.6.1 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.</p>	<p>1.6.1 To reduce vehicular speeds and the risks to pedestrians and other road users, Brent will support the wider implementation of 20mph zones. This will be in accordance with current practice of assessment on a site by site basis.</p>
<p>1.6.3 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>1.6.3 Continuing the Council's existing work, Brent will continue to support the improvement of cycle routes to encourage appropriate cycling behaviour including, the provision of public information on where cycling is permitted. In addition to this, we will also continue to offer cycle training to children and adults in order to encourage safe cycling where it is permitted.</p>
<p>1.6.4 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>1.6.4 Brent Council will raise the issue of harassment and public safety with the Metropolitan Police's Safer Neighbourhoods Team to ensure that they are aware of residents' concerns and are taking appropriate action to address them.</p>

<p>1.6.6 We will expand the implementation of City Safe Zones across the borough to provide safe spaces for when people feel threatened and improve perceptions of public safety on the street.</p>	<p>1.6.7 We will expand the implementation of City Safe Zones across the borough. These are identified places such as shops and community centres that provide a safe haven for anyone who feels in immediate danger. This scheme will help to improve perceptions of public safety on the street.</p>
<p>1.6.9 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>	<p>1.6.9 Continuing the Council's existing work, Brent will continue to support the improvement of cycle routes to encourage appropriate cycling behaviour including, improving the provision of public information on where cycling is permitted.</p>
<p>This table summarises actions that are designed to achieve the three objectives set out above.</p>	<p>This table summarises actions that are designed to achieve the three objectives set out in this Strategy.</p>
<p>We will establish a robust monitoring strategy. This will allow the success of Brent Walking Strategy to be measured, as well as identifying particular schemes or areas that show potential for future investment. It should be noted that measuring levels of walking is difficult as it is hard to consistently determine the start and end point of a walking trip as it is invariably used to complete part of a longer trip, i.e. walking to a bus stop. It is also costly to collect the data as it usually requires a face to face survey rather than by counter. As such much of the data used is derived from recent Census releases (2011) and TfL's annual 'Travel in London' reports.</p>	<p>1.7 To allow the success of the Brent Walking Strategy to be measured, we will establish a robust monitoring strategy as well as identifying particular schemes or areas that show potential for future investment. It should be noted that measuring levels of walking is difficult as it is hard to consistently determine the start and end point of a walking trip as walking is invariably used to complete part of a longer trip, i.e. walking to a bus stop. It is also costly to collect walking data as it usually requires face to face surveys rather than automatic counters. As such, much of the data used is derived from recent Census releases (2011) and TfL's annual 'Travel in London' reports.</p>
<p>The targets outlined will be monitored and reported to cabinet annually. The report will set out progress against the objectives and identify areas where either further work is needed or a different approach might be required to achieve the objective.</p>	<p>1.8 The targets outlined in Chapter 7 will be monitored and reported to Cabinet annually. This report will set out progress against the targets and identify areas where either further work is needed or a different approach might be required to achieve the target.</p>
<p>This strategy will be reviewed in its entirety every five years to enable</p>	<p>1.9 This strategy will be reviewed in its entirety every five years to</p>

inclusion of new findings and research and issues that have come on-line since it was first produced. This will also provide an opportunity to examine the achievability of targets and review them if necessary.

enable inclusion of new findings and research, and any issues that have become apparent since it was first produced. This will also provide an opportunity to examine the achievability of targets and review them if necessary.