



Cabinet
11 December 2017

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

Quietway - Phase 2: Wembley Park To Harrow Weald

Wards Affected:	Kenton, Northwick Park, Preston, Wembley Central
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt:	Open
No. of Appendices:	2
Background Papers:	None
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1.0 Purpose of the Report

- 1.1 This report introduces the proposed phase 2 Quietway cycle route from Wembley Park to Harrow Weald. This includes two spurs: one to Wembley Central station; and the second along Churchill Avenue to Kenton Road. The programme is at an early stage with only an indicative route, passing through the central and northern parts of the borough.
- 1.2 Quietways are important as they provide a network of routes on safer, lower-traffic back streets, aimed at new and less confident cyclists and the proposed phase 2 route from Wembley Park to Harrow Weald forms part of the wider cycle network outlined in the Brent Cycle Strategy 2016 – 2021.
- 1.3 Seven Quietway routes identified in the pilot phase are being implemented, including one from Regent's Park to Gladstone Park, which will benefit Brent residents.
- 1.4 The Quietway programme has evolved to include improvements for pedestrians as well as cyclists. Implementation will involve improvements to junctions and signage to make cycling and walking safer.

2.0 Recommendation(s)

2.1 That Cabinet:

- 2.1.1 Agrees the route of the proposed Quietway through Brent and for the scheme to be continued to detailed design and consultation.
- 2.1.2 Authorises the Head of Highways and Infrastructure in consultation with the Lead Member for Environment to undertake any necessary statutory and non-statutory consultation and consider any objections or representations regarding the proposed Quietway route and interventions. If there are no objections or representations, or the Head of Highways and Infrastructure in consultation with the Lead Member for Environment considers the objections or representations are groundless or insignificant, the Head of Highways and Infrastructure in consultation with the Lead Member for Environment is authorised to deliver the scheme. Otherwise, the Head of Highways and Infrastructure in consultation with the Lead Member for Environment is authorised to refer objections or representations to the Cabinet for further consideration.

3.0 Detail

- 3.1 Phase 2 of the Quietway programme is now underway and a route is proposed to link Wembley Park and Harrow Weald. The section from Wembley Park to Northwick would run through Brent.
- 3.2 Quietways are a ten year, £120m programme and part of the former Mayor's Cycling Vision to provide a network of routes on safer, lower-traffic back streets, aimed at new and less confident cyclists. They are routes where people will want to cycle, by providing direct and comfortable journeys to key destinations across London, using parks and green spaces where suitable.
- 3.3 Transport for London (TfL) asked boroughs to identify potential future routes for cycling. This long list was prioritised by TfL using their criteria and the Quietway network for the duration of the Quietway programme was established. The first seven routes selected by TfL formed part of the Quietway pilot programme, and subsequently further additional routes forming the London-wide Quietway network have been chosen for progression as part of phase 2.
- 3.4 As part of the pilot programme, both Quietway 1: Waterloo to Greenwich and Quietway 3: Regent's Park to Gladstone Park are complete with Quietway 2: Bloomsbury to Walthamstow due to open in autumn 2017. TfL are continuing work to implement the remaining four Quietway pilot routes, most of which are set to be complete by early 2018:
 - Quietway 4: Clapham Common to Wimbledon
 - Quietway 5: Waterloo to Norbury
 - Quietway 6: Mile End to Barkingside
 - Quietway 7: Elephant & Castle to Crystal Palace
- 3.5 The focus of the Quietway programme has since evolved to include pedestrians as well as cyclists as part of the Mayor of London's Healthy Streets vision; this approach will be taken into consideration at all stages offering improvements for pedestrians as well as cyclists.

- 3.6 The proposed phase 2 route from Wembley Park to Harrow Weald forms part of the wider cycle network outlined in the Brent Cycle Strategy 2016 – 2021. It will enable further progress towards achieving objective one to develop a coherent network of direct, comfortable and attractive cycle routes.
- 3.7 Cycle modelling undertaken by TfL¹ has shown there is high potential for cycling along the proposed route including the spur to Wembley Central.
- 3.8 This proposal also meets the aspirations of the Northwick Park Transport Advisory Group to improve accessibility by bicycle to the hospital and campus site.

4.0 Quietway – Phase 2: Wembley Park to Harrow Weald

- 4.1 The proposed section of the route that passes through Brent runs from Wembley Park to Northwick Park and is shown in **Appendix A**. Currently it is intended to start at Wembley Park station, run along Brook Avenue crossing the A4088 Forty Avenue to continue along Elmstead Avenue. It then crosses Preston Road before continuing along Grasmere Avenue until it reaches the roundabout. It then heads north, under the railway line before turning left along Draycott Avenue, left again into The Ridgeway and then follows a path linking to a bridge over the railway line. This links to Northwick Avenue which takes the route to Brent's border with Harrow.
- 4.2 From here it passes through the London Borough of Harrow to Harrow town centre providing connectivity to stations within Harrow and linking both Wembley and Harrow opportunity areas.
- 4.3 Within Brent, the proposed Quietway will serve three underground stations: Wembley Park, Preston Park, and Northwick Park. It will also pass close to Kenton station.
- 4.4 Demand has been identified for a link to Wembley Central station through TfL's cycle heat map and therefore a spur from the main route is proposed along Preston Road, St Augustine's Avenue, Castleton Avenue and St John's Road as part of the overall scheme. This route already has some cycle facilities along it.
- 4.5 An additional spur has been proposed at the northern end of the route which would run along Churchill Avenue from Northwick Avenue to Brent's border with Harrow. This will connect to an existing cycle route that passes through Kenton Recreation Ground.
- 4.6 As part of the proposed scheme, interventions will be developed at a number of junctions to improve safety for pedestrians and cyclists, subject to public consultation and final TfL approval.
- 4.7 Signage will also be provided at key locations (such as intersections) and at regular intervals along the route to ensure legibility for riders. A signage

¹ Strategic Cycling Analysis: identifying future cycling demand in London, June 2017

standard for Quietways has being developed by TfL which has to be implemented.

5.0 Corporate Priority Alignment

5.1 It is expected that this scheme will align with the Brent 2020 vision for the borough and will contribute to regeneration in the Northwick Park area. The proposed route forms part of the wider cycle network outlined in the Brent Cycle Strategy 2016 – 2021.

6.0 Financial Implications

6.1 The capital funding mechanism for Quietways is similar to Local Implementation Plan (LIP) projects, where TfL provide funding to boroughs, as highways authorities, through their Quietways programme for project costs in arrears. There should be no additional cost to the Council in implementing these schemes.

6.2 Subject to receiving support for the proposed route, together with the proposed spurs, TfL will make a decision on releasing funds to progress the route development work.

6.3 Following completion, the route will become part of the Brent Highways network and Brent will be required to maintain these assets. Any additional maintenance costs will need to be funded within existing budgets.

6.4 Further submissions following approval of the route alignment will need to be made to TfL's Quietways Board to secure funding to complete the detailed design phase, consultation and delivery of the scheme.

7.0 Legal Implications

7.1 The Greater London Authority Act 1999 (the Act) requires that the London Local Authorities must implement the Mayor's Transport Strategy (MTS). This Strategy sets out the transport policy framework for London. A central component of the MTS is to improve cycling infrastructure to encourage more trips to be taken by bicycle.

7.2 Consultation on the draft MTS took place between June and October 2017 with publication expected in early 2018. The draft MTS continues to and places further emphasis on encouraging cycling and providing the required infrastructure to achieve it. The overarching aim of the draft MTS is that, by 2041, 80% of Londoners' trips will be made on foot, by bicycle or using public transport.

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

8.0 Equality Implications

8.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to

eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

8.2 It is not expected that the proposed Wembley Park to Harrow Weald Quietway route will be unlawful or result in potential sources of inequality. However, Equality Analysis (EA) will be undertaken and any potential sources of inequality will be mitigated prior to scheme implementation.

8.3 Consultation will be undertaken by Brent Council to ensure that the scheme developed captures the comments from residents and businesses in Brent and is fully transparent and inclusive of comments.

8.4 **Appendix B** contains a copy of the EA.

9.0 Consultation with Ward Members and Stakeholders

9.1 Consultation regarding the borough's proposed cycle network was undertaken as part of the Cycle Strategy. Following this the cycle network which Brent seeks to establish was agreed with the Wembley Park to Harrow Weald route forming part of this cycle network.

9.2 Further consultation will take place with Members and the public at the detailed design phase of the scheme. This will also seek to improve or reduce any negative impacts identified as part of the Equality Analysis and any mitigation required will be built into the design.

Report sign off:

AMAR DAVE

Strategic Director of Regeneration & Environment