

	Cabinet Decision 28 May 2024
	Report from the Corporate Director, Neighbourhoods & Regeneration
	Lead Member - Cabinet Member for Environment & Enforcement (Councillor Krupa Sheth)
Brent Active Travel Implementation Plan 2024-2029 – Final Version	
Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
List of Appendices:	Appendix A: Brent Active Travel Implementation Plan 2024 – 2029 – Final Version – April 2024 Appendix B: Brent Active Travel Implementation Plan 2024-2029 – Community Consultation Report – February 2024 Appendix C: Brent Active Travel Implementation Plan 2024-2029 - Equality Analysis – March 2024
Background Papers:	None
Contact Officer(s): <small>(Name, Title, Contact Details)</small>	Tim Martin, Transportation Planning Manager Spatial Planning 020 8937 6134 Tim.Martin@brent.gov.uk

1.0 Executive Summary

1.1 This report provides an update on the development of the Brent Active Travel Implementation Plan 2024-2029 (ATIP), including details of the feedback received from the recent public consultation and stakeholder engagement exercises on the draft plan. It makes recommendations for a few minor additions/changes to be made to strengthen the plan prior to adoption.

2.0 Recommendation(s)

2.1 For Cabinet to agree:

- (i) to minor amendments to be made to strengthen the plan following consultation feedback. Details of the recommended plan additions/changes are set out in paragraph 3.4 of this report.

(ii) to adopt a final version of the Active Travel Implementation Plan incorporating these amendments (Appendix A to this report).

2.2 For Cabinet to note the feedback received and suggestions made by the public and various stakeholders as part of the recent public consultation and stakeholder engagement exercises on the draft plan, as set out in the Community Consultation Report attached at Appendix B to this report.

3.0 Detail

3.1 Cabinet Member Foreword

3.1.1 The Brent Active Travel Implementation Plan 2024 – 2029 identifies the measures and interventions that will be prioritised by the Council and its partners to improve conditions for active travel in the borough and to enable more people to walk, wheel or cycle.

3.1.2 The plan responds to the challenges that many of our residents have told us they face by seeking to make active travel a meaningful and crucial element of people's daily journeys. It aims to address the barriers to active travel by making our streets safer and more inclusive for walking, wheeling and cycling; improving the quality and visibility of our pedestrian and cycle infrastructure; and equipping our communities with the confidence and means to walk, wheel and cycle. This, in turn, will enable us to create more sustainable, healthier and better-connected places where people aspire to live and work.

3.1.3 Over 650 people, from a wide range of locations, backgrounds and different age groups responded to a recent consultation on the plan, sharing their views and providing valuable feedback. We have listened carefully and some changes to the plan have been made as a result.

3.1.4 The Active Travel Implementation Plan aligns with the following Borough Plan priorities:

- Making the borough cleaner and greener,
- Establishing thriving communities, and
- Creating a healthier Brent.

3.1.5 The Borough Plan includes a commitment to removing the barriers people face to becoming physically active. This includes making our green spaces and walking and cycling routes more accessible, friendly, inclusive, and well-maintained; delivering enhanced active travel infrastructure; and designing out crime and anti-social behaviour.

3.1.6 The Active Travel Implementation Plan responds to the challenges that many of our residents have told us they face by seeking to make active travel a meaningful and crucial element of people's daily journeys. It aims to address the barriers to active travel by making our streets safer and more inclusive for walking and cycling; improving the quality and visibility of our walking and cycling infrastructure; and equipping our communities with the skills and means to walk and cycle. This, in turn, will enable us to create more sustainable, healthier and better-connected places where people aspire to live and work.

3.1.7 The plan also links to and aligns with the priorities and ambitions of several key Council plans and policies including:

- **Inclusive Growth Strategy:** Identifies the need for a range of important infrastructure improvements and supporting measures to be made including an improved public realm; the provision of secure and dry cycle parking; cycle lanes and pathways segregated from cars; loans for bicycle purchase and bicycle hire schemes; and travel strategies for schools and local workplaces.
- **Joint Health and Wellbeing Strategy:** Outlines how the creation of healthy places (including having safe, clean places in which to exercise) and helping people to stay healthy (including encouraging more physically activity) is key to addressing long-standing health inequalities in the borough and improving the health and wellbeing of Brent's residents. Increasing useable green spaces (e.g. through the creation of 'pocket parks') and improving access for people with a disability to places, parks and events are key strategy commitments.
- **Brent Local Plan:** With a focus on achieving 'good growth', the Plan requires new development to have good access to public transport and to reduce reliance on private cars; and new/improved walking and cycling routes to encourage more trips by active modes of travel. Policy BT1 (Sustainable Travel Choice) in particular sets out how the Council will prioritise active and sustainable travel over private motor vehicles.

3.2 Background

3.2.1 The Brent Active Travel Implementation Plan 2024 – 2029 (ATIP) outlines the measures and interventions that the Council and its partners are proposing to deliver over the next five years with the overarching aim of improving conditions for active travel in the borough and to enable more people to walk or cycle. The plan sits alongside the Brent Long Term Transport Strategy (LTTTS) and supersedes the Brent Cycling Strategy 2016 and the Brent Walking Strategy 2017.

3.2.2 The Active Travel Implementation Plan comprises four main sections:

- Section 1 sets out what the plan is and why we need one - highlighting some of the main transport and related issues facing the borough and outlining how active travel can help address these. It also outlines how the plan has been developed and sets out the overarching vision for active travel in Brent.
- Section 2 provides an overview of the latest trends for walking and cycling in Brent, sets out our achievements to date and outlines the potential for and barriers to increasing levels of active travel in the borough. It concludes by setting out the overarching priorities for active travel going forward.
- Section 3 sets out the active travel delivery programme - the measures and actions required to address the various issues and challenges and to achieve the plan aims. It outlines how these could be funded and highlights the important role of a range of partners - including Brent's communities - in ensuring their successful delivery.

- The final section (Section 4) details the targets and indicators to be used to measure progress in delivering the plan and how it will be monitored and reviewed.

3.2.3 Permission to consult on a draft version of the plan was approved by the Cabinet Member for Environment, Infrastructure and Climate Action on 16th October 2023. An eight-week period of public consultation and wider stakeholder engagement was subsequently undertaken between 20th November 2023 and 14th January 2024. Details of the various public consultation and stakeholder engagement exercises undertaken, and the comments/feedback received from these, are set out below.

3.3 Draft Plan Public Consultation and Stakeholder Engagement Exercises

3.3.1 The public consultation and stakeholder engagement on the draft plan comprised several strands, including an online questionnaire via Citizen Lab; face-to-face community outreach engagement undertaken by Kaizen Partnership; and conversations with a range of stakeholder organisations, including statutory stakeholders, partner organisations, community and interest groups.

3.3.2 A key aim of the various consultation exercises was to better understand what people thought of the plan and to hear what they considered to be the key issues and priorities going forward. Further details of the various consultation strands and the key findings from these are provided below.

Online Survey:

3.3.3 An online survey was published on Citizen Lab, the Council's main consultation portal, with people invited to share their views on different aspects of the draft plan. The survey was widely publicised on the Council's website and social media, with details also circulated via Brent's various resident and stakeholder networks. 1,000 printed flyers were also distributed to various public facing Council offices and libraries with details of how to access the survey.

3.3.4 A total of 459 responses to the online survey were received, the majority from borough residents. In addition, a further four written responses from members of the public were submitted via email.

Outreach Engagement:

3.3.5 Face-to-face public engagement was carried out by the specialist engagement company Kaizen over a two-week period in December 2023. This was carried out at seven separate locations across the borough and at different times of the day and on different days of the week (weekdays and weekends) to capture the views of as broad a range of people as possible. A total of 194 people gave their views via a series of one-to-one conversations.

3.3.6 A summary of the key findings to both the online and outreach engagement is set out below. Full details and analysis are set out in the Community Consultation Report at Appendix B to this report.

Survey/Outreach Questions	Headline Statistics
Who shared their views?	<ul style="list-style-type: none"> • 657 people gave their views: <ul style="list-style-type: none"> ○ 194 people shared views in one-on-one conversations in the community ○ 459 people gave their views by completing the online survey ○ 4 people shared views via email • 90% of people engaged via outreach said that their views had never been consulted before (76%) or not much before (15%). • 3 external stakeholder responses were received.
Walking and cycling in Brent	<ul style="list-style-type: none"> • 73% of respondents said they walk or cycle in the borough at least four times a week, with over half (55%) of those questioned stating that they walk or cycle in the borough every day. • Just under half of people (46%) consider Brent to be unfriendly or very unfriendly for walking and cycling as opposed to 40% who think it is friendly or very friendly. 28% of males consider the borough very unfriendly for active travel, compared to just 24% of females.
Barriers to walking and cycling in Brent	<ul style="list-style-type: none"> • Amongst the barriers to active travel that respondents feel should be given the highest priority by the Council to address include: <ul style="list-style-type: none"> ○ Poor-quality infrastructure for pedestrians (59%) ○ Personal security concerns (54%) ○ Lack of/poor quality cycling infrastructure (48%) • Conversely, addressing lack of access to a cycle is viewed as a low priority or not a priority by over half (52%) of respondents.
The vision and priorities for active travel	<ul style="list-style-type: none"> • There is strong support for the overarching plan vision. Nearly three-quarters of respondents (73%) either agree or strongly agree with it, with people aged 25-44 being the most supportive. • There is also strong support for all three plan priorities. 75% of respondents either agree or strongly agree with Priority 1 (Make our streets safer and more inclusive for walking and cycling); whilst 73% either agree or strongly agree with Priority 2 (Improve the quality and visibility of our walking and cycle infrastructure). Priority 3 (Equip our communities with the confidence and means to walk and cycle), is marginally less popular, although 70% of respondents still either agree or strongly agree with it. Again, people aged 25-44 were the most supportive.

Delivering improvements	<ul style="list-style-type: none"> • There is a varying level of support for the interventions and actions proposed in the plan. The five highest priorities are: <ul style="list-style-type: none"> ○ Identify and prioritise for delivery new walking and cycling routes (52%) ○ Work with school communities across Brent to trial new and innovative behaviour change initiatives (49%) ○ Identify & prioritise improvements to existing walking & cycling network (47%) ○ Develop a pipeline of road crossings and junction improvement schemes (46%) ○ Expand active travel training to all secondary schools and other education establishments in Brent (46%) • Amongst the interventions and actions that are seen as either a low priority or not a priority include: <ul style="list-style-type: none"> ○ Producing a business case for the introduction of more 20mph speed zones (44%) ○ Working with TfL to secure the extension of the Santander Cycles scheme to Brent (43%) ○ Establishing a borough-wide communications campaign highlighting the benefits of, and opportunities for, taking up walking and cycling (41%)
Priority areas for improvements	<ul style="list-style-type: none"> • Around two-thirds of respondents (67%) agree that the Council should focus delivering active travel improvements in those priority locations identified in the plan. These include the borough's growth areas and major employment centres; key trip generators such as local health, shopping and leisure facilities; schools and other education facilities; public transport interchanges; local neighbourhoods; and Air Quality Focus Areas.

Stakeholder Conversations:

3.3.7 Three external stakeholder groups responded to the consultation. They were:

- Transport for London
- Brent Cycling Campaign
- Sudbury Court Residents Association

3.3.8 All three groups provided a range of comments on different aspects of the ATIP. However, all were broadly supportive of the plan. A summary of the key issues raised is set out in the table below, with more detailed responses provided in the Community Consultation Report at Appendix B.

Stakeholder	Summary of Issues Raised/Key Priorities
Sudbury Court Residents Association	<ul style="list-style-type: none"> • Have concerns around the design of the new footway crossovers - would like these to be flat to facilitate comfortable walking and wheeling. • Would like the Council to ban/enforce the trailing of EV charging cables across pavements.
Brent Cycling Campaign	<ul style="list-style-type: none"> • Supportive of the plan - identifies the many benefits of and barriers to active travel, whilst showing ambition for significantly increasing levels of active travel. • Would like to see reference to the following in the final version of the plan – wheeling; better representation of disabled people; use of parking revenue as a funding source for active travel; consideration of the impact of noise pollution; publication of regular updates on progress towards the targets; reference to the latest TfL Transport in London report and other sources.
Transport for London	<ul style="list-style-type: none"> • Suggest further reference be made to ensuring that walking/cycling infrastructure is safe at all times of day and that high-quality cycle parking is provided in new developments. • Consideration to be given to inclusion of a gender inclusive objective or mention of gender within interventions and to consult with women and girls on barriers to active travel. • Would like to see as much of the borough's roads made 20mph as possible and would welcome more engagement on this as a priority. • Support proposals for traffic signal improvements where these would result in journey time savings for sustainable modes. • Would welcome close collaboration on schemes to improve road crossings and junctions on the SRN/TLRN.

3.4 Recommended Plan Additions and Changes

3.4.1 Feedback received from the various consultation and engagement exercises revealed a high level of support for the Active Travel Implementation Plan, including the overarching plan vision and priorities; and the range of measures, interventions and actions proposed in the delivery plan. As such, no major changes to the plan are proposed. However, to strengthen certain areas of the plan and to provide further clarity on some of our proposals; and to acknowledge those issues and priorities that are most important to our residents, it is recommended that a few minor additions/changes to the draft plan are made. These include:

- Providing a summary of the consultation results and how these have helped shape the final version of the plan.
- Highlighting the barriers to active travel faced by disabled people and how these can be addressed. Specific reference has been made around the

need to close the transport accessibility gap by making walking, wheeling and cycling accessible, safe and attractive for disabled people.

- Acknowledging the importance of having a safe environment for walking, wheeling and cycling at all times of day and night and making travel by these modes safer for women and girls. Specific reference has been made to undertaking women's safety audits when developing future transport and public realm improvement schemes in the borough.
- Outlining the need to create better walking, wheeling and cycling connections to and from our parks and open spaces as a means of helping tackle a deficiency in levels of access to these and to increase levels of active travel.
- Emphasising the need for safe, secure cycle parking to be provided in locations that are visible and close to cyclists' destinations and for high-quality cycle parking to be provided in new developments.
- Updating several graphs/charts to take account of latest available data from TfL and other organisations.

3.4.2 A final version of the Active Travel Implementation Plan incorporating these changes is attached at Appendix A to this report.

4.0 Stakeholder and ward member consultation and engagement

4.1 The eight-week consultation period included consultation and engagement with a range of stakeholder groups and the wider public as detailed in section 3.3, above.

4.2 Details of the consultation were provided via the Members Bulletin and several Members responded to the online consultation.

5.0 Financial Considerations

5.1 There are no direct financial implications arising from this report.

5.2 Details of the range of funding sources available to the Council for the delivery of the proposed measures and interventions in the Active Travel Implementation Plan is set out in Figure 3.8 in section 3 of the plan.

5.3 Costs associated with the development, publication and ongoing monitoring of the ATIP will be met through existing staff budgets.

6.0 Legal Considerations

6.1 There are no direct legal implications arising from this report.

6.2 As outlined in section 3.4, above, feedback received from the various consultation and engagement exercises has helped inform the development of the final version of the plan.

7.0 Equity, Diversity & Inclusion (EDI) Considerations

- 7.1 The public sector equality duty set out in 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. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.2 An equalities assessment of the ATIP has been undertaken and is attached at Appendix C to this report. Overall, the plan is expected to have a positive impact on residents from various backgrounds. In particular, by promoting active travel options such as walking, wheeling, and cycling, the plan encourages a healthier lifestyle for local residents. Additionally, it fosters a sense of community by providing opportunities for people to interact and engage with their surroundings.
- 7.3 The plan may have some negative impacts on particular groups of users in specific areas. For example, measures aimed at reducing car dominance could adversely affect those with disabilities or elderly residents who rely on cars due to mobility issues. Where negative impacts have been identified, these will need to be addressed, or mitigated, where possible.

8.0 Climate Change and Environmental Considerations

- 8.1 Supporting and encouraging active travel – in particular increased uptake of cycling and walking, is seen as key to helping resolve the climate emergency and addressing poor air quality. Amongst the key actions identified in the Brent Climate and Ecological Emergency Strategy and the Brent Air Quality Action Plan include plans for the introduction of Healthy (Low Traffic) Neighbourhoods; the creation of new school streets schemes; the delivery of bike hangars; and working with schools to develop sustainable travel plans. These and other similar interventions figure prominently in the Delivery Programme as set out in section 3 of the Active Travel Implementation Plan.

9.0 Human Resources/Property Considerations (if appropriate)

- 9.1 None.

10.0 Communication Considerations

- 10.1 None.

Related document(s) for reference

[Brent Active Travel Implementation Plan 2024-29 - Draft Consultation Cabinet Member decision Report 16 October 23](#)

Report sign off:

Alice Lester

Corporate Director Neighbourhoods and Regeneration