

	Cabinet 17 October 2022
	Report from the Director Regeneration, Growth and Employment
Brent Long Term Transport Strategy Review – Final Version	

Wards Affected:	All Wards
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
No. of Appendices:	Two Appendix A: Brent Long Term Transport Strategy Review – Final Version – October 2022 Appendix B: LTTS Review Equality Analysis – September 2022
Background Papers:	None
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1.0 Purpose of the Report

1.1 This report provides an update on the work to review the Brent Long Term Transport Strategy 2015-2035 (LTTS), including details of the feedback received from the recent public consultation and stakeholder engagement exercises on the draft strategy document. It makes recommendations for a number of minor amendments to be made to strengthen the strategy and for Cabinet to agree its adoption.

2.0 Recommendation(s)

2.1 For Cabinet to agree:

- (i) to a number of minor amendments to be made to strengthen the strategy (as set out in paragraph 3.11 and Table 3.3, below);
- (ii) to adopt the final strategy (Appendix A).

2.2 For Cabinet to note the feedback received and suggestions made by the public and various stakeholders as part of the public consultation and stakeholder engagement exercises on the draft strategy document (as summarised in paragraphs 3.3 – 3.10, below).

3.0 Report Detail

Background

- 3.1 The Brent Long Term Transport Strategy 2015-2035 (LTTS) provides the strategic direction for investment in transport in Brent, with the overarching aim of improving transport options for all and to reduce the negative impacts of travel on the borough.
- 3.2 A revised draft strategy was approved by Cabinet on 7th February 2022 and subsequently underwent a six-week period of public consultation and wider stakeholder engagement between 14th February and 27th March 2022. Details of the various public consultation and stakeholder engagement exercises undertaken, and the range of comments/feedback received from these, are set out below.

Draft LTTS Public Consultation and Stakeholder Engagement Exercises

- 3.3 The public consultation and stakeholder engagement on the draft LTTS comprised a number of strands, including:
- An online questionnaire via Citizen Lab;
 - Face-to-face community outreach engagement undertaken by Kaizen Partnership;
 - Conversations with a range of stakeholder organisations, including statutory stakeholders, partner organisations, community and interest groups.
- 3.4 A key aim of the various consultation exercises was to better understand what people thought were the main transport challenges facing the borough; and of the measures identified in the draft strategy to address them. Further details of the various consultation strands and the key findings from these are provided below.

Online Survey:

- 3.5 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. 500 printed flyers were also distributed to various public facing Council offices and libraries with details of how to access the survey.
- 3.6 A total of 49 responses to the online survey were received, the majority from borough residents. In addition, a further nine written responses were submitted via email – including eight from Brent residents and one from a Brent business.

Outreach Engagement:

- 3.7 Face-to-face public engagement was carried out by the specialist engagement company Kaizen over a two-week period in March 2022. This was carried out at eight separate locations across the borough and at different times of the day and on different days of the week (weekdays and weekends) in order to capture the views of as broad a range of people as possible. A total of 198 people gave their views either via in-depth one-to-one conversations, or through a series of pop-up street focus groups.
- 3.8 A summary of the key findings to both the online and outreach engagement is set out in Table 3.1, below.

Table 3.1: Key Findings – Online Consultation/Outreach Engagement

Survey/Outreach Questions	Headline Statistics
Who was engaged?	<ul style="list-style-type: none"> • 253 people gave their views, split as follows: <ul style="list-style-type: none"> ○ 81 people shared views in-depth one-on-one conversations in the community; ○ 117 people took part in 42 outreach based Street Focus Groups; ○ 55 people gave their views online (49), via email (5) or on a flyer (1). • 74% live in Brent. 33% work in the Borough and 11% run a business in Brent. • 91% of people engaged via outreach said they had never been consulted before (74%) or not much before (18%). • People aged between 25-44 provided the greatest number of responses (46%). Notably, no one under 25 years old completed the online survey. • People who gave their views via outreach were from a wide range of backgrounds. However, the online respondents were predominantly White (72%).
Transport and travel modes	<ul style="list-style-type: none"> • Public transport (17%) and walking (16%) were the most frequent main modes of transport for those responding to outreach questions. • Online, 28% of respondents indicated walking was their main mode of transport, followed by cycling (26%).
Transport issues and challenges	<ul style="list-style-type: none"> • Traffic congestion and parking (or perceived lack of it) were the most commonly mentioned transport issues and challenges in Brent. • Of the seven key challenges identified in the draft LTTS congestion (73%), public health (68%) and accessibility (66%) were seen as the biggest issues by those involved in the outreach engagement. Connectivity (35%) was considered to be the least pressing issue. • However, in the online engagement, the most pressing issues were considered to be connectivity (66%), air quality (55%) and congestion (53%); whilst public health (23%) was rated as the lowest priority.
LTTS aims and objectives	<ul style="list-style-type: none"> • 83% of people thought the stated aims and objectives would definitely or possibly help address the key transport issues and challenges. • Other aims/objectives people wanted to be given further consideration included making transport more affordable and improving parking.
Measures and interventions	<p><u>Core Aim 1: Reduce traffic and facilitate healthy sustainable travel</u></p> <ul style="list-style-type: none"> • Implementing new/improved cycling and walking infrastructure was indicated as a priority in nearly half (49%) of all conversations, followed by securing further bus priority improvements (39%). • There was a noticeable difference in views according to sex, age and location, with measures such as cycling and walking

Survey/Outreach Questions	Headline Statistics
	<p>improvements being more popular amongst males, the under 45s and those who live in the south of the borough.</p> <ul style="list-style-type: none"> • Low priority measures included exploring the potential for introducing a workplace parking levy (10%) and developing a Delivery and Servicing Action Plan (8%). <p><u>Core Aim 2: Make our streets safer, greener and more equitable</u></p> <ul style="list-style-type: none"> • The intervention most frequently indicated as a priority is introducing CCTV cameras, improved street lighting and other security/community safety measures (45%). • Again, there was a noticeable difference in views according to sex, age and location, with safety/security measures being more popular amongst females, the under 45s and those who live in the north of the borough. • At 19%, expanding the borough’s road safety education/training programmes was considered to be a low priority. <p><u>Core Aim 3: Unlock growth and create exemplar places</u></p> <ul style="list-style-type: none"> • Securing new bus and rail links/services to the borough’s growth areas was the most frequently selected measure (44%) under this core aim, followed by exploring the potential for demand-responsive bus services (38%) and securing additional capacity on key rail services/bus routes (35%). • Again, there were some notable differences between subgroups relating to the various measures and interventions, with new bus and rail links/services to the borough’s growth areas being a higher priority amongst males and the under 45s. In comparison, securing step-free station access improvements were seen as a higher priority amongst females and the over 45s. • Maintaining/enhancing the Borough’s bespoke travel services, such as our Disabled Access and School Transport services, was seen as a low priority – selected by just 10% or respondents. • A number of other themes emerged in both individual conversations and Street Focus Groups, including the need for incentives to reduce emissions; improving the affordability of public transport; a need to support local businesses; and engaging local communities.
Locations of focus	<ul style="list-style-type: none"> • Priority locations for improvements included the A5 and its surroundings, Kilburn (South, High Road, Kilburn Lane) and Cricklewood. • Other locations where people wanted to see improvements included Neasden, the North Circular, Willesden and Park Royal. • A number of people highlighted the need for further improvements to borough-wide infrastructure, such as cycling lanes or step free access at stations.

Stakeholder Conversations:

3.9 Eight stakeholder groups responded to the consultation. They included:

- Three resident associations/neighbourhood groups (Queen’s Park Area Residents’ Association, Sudbury Court Residents’ Association and Kilburn Village Residents’ Association);
- Two transport user/campaign groups (20’s Plenty for Us, Brent Cycling Campaign);
- Three Councils/Govt. organisations (LB Harrow, Transport for London, West London Alliance)

3.10 All eight groups provided a range of comments on different aspects of the strategy. However, all were broadly supportive of the LTTS. A summary of the key issues raised is set out in Table 3.2, below.

Table 3.2: Stakeholder Feedback

Stakeholder	Summary of Issues Raised/Key Priorities
Transport for London	<ul style="list-style-type: none"> • Broadly support the strategy, but suggest a number of areas where changes should be considered, including: <ul style="list-style-type: none"> ○ Recommend changing the way that the development of the borough cycle network is approached and shown in the plan; ○ Recommend engaging with TfL around priorities for road safety; ○ Request expanding on the role of taxis, and to engage with TfL regarding taxi facilities; ○ Recommend expanding on the role of buses following the publication of the TfL Bus Action Plan.
West London Alliance	<ul style="list-style-type: none"> • Express support for the prioritisation of the West London Orbital (WLO) rail link in the LTTS. • Suggest updates to text regarding impact of the pandemic and strategic objectives relating to the WLO.
LB Harrow	<ul style="list-style-type: none"> • Broadly welcome and endorse the approach taken in the strategy, but would like the Council to acknowledge the nature and extent of transport issues and opportunities affecting neighbouring boroughs and the need for a collective approach to address them. In particular: <ul style="list-style-type: none"> ○ Improving cross-boundary walking/cycling links; ○ Addressing congestion issues/delays caused by Wembley event days; ○ Extending the benefits of direct rail connectivity and station capacity/step free station access improvements to further stations in both boroughs.
Brent Cycling Campaign	<ul style="list-style-type: none"> • Express support for the draft strategy but emphasise the need for greater action in reducing motor traffic, both in scope and in timescale. • Highlight the importance of programmes such as Low Traffic Neighbourhoods and Healthy, Inclusive Streets and Places in delivering objectives. • Addressing severance issues caused by the North Circular Road critical to increase walking cycling and decrease car dependency in the north of the borough.

Stakeholder	Summary of Issues Raised/Key Priorities
20's Plenty For Us	<ul style="list-style-type: none"> • Support proposals for lower speed limits but would like the Council to commit to introducing a borough-wide default 20mph speed limit as a means of improving safety, encouraging take-up of cycling/walking and improving air quality.
Queen's Park Area Residents' Association	<ul style="list-style-type: none"> • Support plan objective, but consider High level delivery plan needs to be re-evaluated to ensure objectives are delivered in a practical way. • Consider further emphasis required on measures to support walking (e.g. keeping footways in a good state of repair); and further attention to be given to controlling electric scooters. • Support further extension of ULEZ to address localised air quality issues; and wish to see well-distributed provision of adequate on-street EV charging infrastructure.
Kilburn Village Residents' Association	<ul style="list-style-type: none"> • Support the introduction of traffic management measures (e.g. School Streets, Healthy Neighbourhoods and CPZs) where supported by robust data and local community.
Sudbury Court Residents' Association	<ul style="list-style-type: none"> • Supports strategy objectives, but would like Council to acknowledge where it has failed to meet previous targets and how it plans to address this. • Highlight a number of specific areas where attention should be focused, including: <ul style="list-style-type: none"> ○ Addressing excessive traffic on main roads and increasing volumes and speed of traffic on side roads; ○ EV charging points to be placed on the carriageway, not pavements; ○ Capacity and step free access enhancements at Northwick Park station and step-free improvements at South Kenton; ○ Ensuring that transport provision caters to all age groups.

Recommended Plan Amendments

3.11 Feedback received from the various consultation and engagement exercises revealed a high level of support for the revised LTTS, including the overarching plan approach, objectives and measures/interventions contained within the High Level Delivery Plan. As such, no major changes to the strategy are proposed. However, in order to strengthen certain areas of the strategy and to provide further clarity on some issues; and to reflect recent policy changes and programme developments, it is recommended that a number of minor amendments to the LTTS are made. Table 3.3, below, sets out the main recommended amendments to the LTTS and the rationale for these; and sets out where in the updated document these are located.

Table 3.3: LTTS Recommended Amendments

Recommended Amendment	Rationale	Where in LTTS
Reference to be made to TfL's proposal to expand ULEZ to cover whole of Greater London area (and for possible future)	TfL is developing proposals for the further expansion of ULEZ to cover the whole of Greater London by Autumn 2023. This will likely result in further improvements to borough-wide air quality, but will have cost implications for residents, particularly those	Pages 23 and 39

Recommended Amendment	Rationale	Where in LTTS
introduction of road user charging) and benefits/ implications of this.	<p>unable to afford the switch to zero-emission vehicles.</p> <p>TfL has indicated that it plans to assess potential road user charging options in the near future, although this work is still at an early stage.</p>	
Add reference to need to retain/provide relevant facilities/support for those unable to use alternatives to the private vehicle (e.g. disabled, those requiring access to vehicles for work purposes, etc.).	The LTTS places emphasis on reducing travel by private vehicles, particularly for shorter journeys. However, it is recognised that not all trips can be made by non-car modes and that provision will still need to be made for those who are unable to walk, cycle or use public transport.	Page 31
Include more stretching traffic reduction target in line with latest national/ London wide thinking.	The original 10% traffic reduction target was based on an equivalent target set in the MTS. However, subsequent studies have identified the need for significant reductions over a shorter time frame if we are to achieve carbon net-zero by 2030. A 25% reduction target is now proposed.	Pages 36 and 40 (Table 4.1)
Highlight the important role of active travel in improving people's health and wellbeing, in line with the Joint Health and Wellbeing Strategy.	The LTTS highlights how providing safe and secure infrastructure to encourage cycling and walking, especially for shorter journeys, represents one of the best ways of addressing challenges around poor health and inactivity. In order to maximise the benefits to people's health, as well as to the wider environment in Brent, a 'Healthy Streets' approach will be adopted when developing/implementing schemes.	Pages 12
Include additional text on 'barriers' to active travel and other impacts due to severance caused by roads, railways, waterways, etc. and how these could be addressed.	A priority for the Council remains the need to improve access, particularly for pedestrians and cyclists, over physical barriers such as major roads, railways and waterways as a means of reducing severance and connecting our communities. Details of all proposed cycling and walking routes and infrastructure requirements will be set out in the Brent Active Travel Implementation Plan.	Page 31
Further emphasis to be added to the need for/ benefits of close partnership working with key partners and stakeholders, including neighbouring boroughs, to ensure the successful delivery of transport	The plan acknowledges the need for the Council to work closely with a range of partners and stakeholders, including neighbouring boroughs. However, we recognise the need for more 'collaborative' working arrangements in order to bring about more effective transport improvements which will make a real and lasting difference to	Page 35

Recommended Amendment	Rationale	Where in LTTS
schemes and to meet joint objectives.	those who live, work and do business both in and outside the borough.	
Add new section on the TfL Bus Action Plan and the implications for/role of buses in Brent.	The plan highlights the need for a range of bus improvements including new routes and additional capacity to help unlock growth and improve connectivity; and further bus priority improvements on the borough road network, in order to improve bus journey times and to encourage more journeys to be made by this mode. However, there is a need to review this following the publication of the TfL Bus Action Plan.	Page 33
Include additional text on the role of car free developments in promoting good growth.	The plan highlights the need for all new developments to provide for active, efficient and sustainable travel as an integral part of the development proposal, this includes the provision of high quality, safe, accessible and well-connected public transport, cycling and walking infrastructure. However, car free developments, coupled with effective parking management, have an equally important role to play in promoting good growth and reducing private car usage and congestion/pollution.	Page 31
Include additional text on the role of taxis/ PHVs and effective parking management to reduce private car usage and congestion/pollution.	There are a large number of people employed in the taxi and private hire trades who live and work in Brent and who require the provision of suitable facilities, such as taxi ranks, etc. In addition, there is a need to support this sector in making the transition to EVs through the supply of conveniently located charging facilities, which, as well as providing environmental benefits, links directly to the Council's economic objectives to support local employment opportunities.	Page 21
Relevant text to be updated to reflect latest travel/journey patterns and latest position on major projects/schemes (e.g. Wembley to Willesden Junction Healthy Streets Corridor Improvements; WLO).	Text on travel patterns and major projects/schemes reflected position at time of writing, but a range of new travel data and updates on key projects have since been made available and the text has been updated accordingly.	Pages 11, 31 and 32

4.0 Financial implications

4.1 Despite recently agreeing a new funding settlement with central Government, TfL continues to face acute financial pressures which are likely to continue in the short-medium term. As a result, the Council will need to prioritise spending and explore new

sources of funding for delivering proposed transport improvements. Projects/works will only commence once appropriate funding has been secured.

- 4.2 Costs associated with the ongoing monitoring of the LTTS will be met through existing staff budgets.

5.0 Legal Implications

- 5.1 There are no direct legal implications arising from this report.

6.0 Equalities Implications

- 6.1 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.

- 6.2 An equality analysis of the LTTS has been undertaken and subsequently updated to reflect the various proposed changes/additions to the document (see Appendix B).

7.0 Other Implications

- 7.1 There are no other direct implications arising from this report.

8.0 Proposed Consultation with Ward Members and Stakeholders

- 8.1 The six-week consultation period included consultation and engagement with a range of stakeholder groups and the wider public. A Member and stakeholder workshop on the draft LTTS was originally planned for a meeting of the Active Travel Forum, however, it was not possible to find a suitable date for this meeting ahead of the pre-election purdah period.

Appendix A: Brent Long Term Transport Strategy Review – Final Version – October 2022

Appendix B: LTTS Review Equality Analysis – September 2022

Report sign off:

Alice Lester

Director Regeneration, Growth and Employment