

 Brent	Resources and Public Realm Scrutiny Committee 12 March 2020
	Report from the Strategic Director of Regeneration & Environment
Brent Cycling Strategy	

Wards Affected:	All
Key or Non-Key Decision:	Non-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:	1. Appendix 1: Key Lines of Enquiry and Detailed Questions
Background Papers:	Brent Cycling Strategy 2016 – 2021
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1.0 Purpose of the Report

1.1 This report provides an update on how the Council is progressing with the implementation of the Brent Cycling Strategy (2016 – 2021).

1.2 The report provides:

- An overview of the Strategy and how it aligns with various Council and Mayoral plans and priorities;
- An update on the implementation of the Strategy objectives, action plan and targets;
- Current and future plans and budgets for delivering cycle improvements and promoting cycling; and
- How different groups and organisations are consulted on the Strategy and the plans and programmes.

1.3 Answers to a series of key lines of enquiry and detailed questions are included in Appendix 1 to this report.

2.0 Recommendation(s)

2.1 To note the progress with the implementation of the Brent Cycling Strategy as set out in Appendix 1 and the Council's plans to continue to improve provision

and conditions for cyclists as a means of encouraging a modal shift towards more active and sustainable forms of travel.

3.0 Brent Cycling Strategy – Overview and Objectives

3.1 The Brent Cycling Strategy was published in 2016. It outlines the Council's priorities for securing improvements to the local cycling network and facilities available to cyclists, as a means of increasing the number of cycle trips taking place in the borough.

3.2 The strategy - developed following extensive consultation with residents, businesses and other stakeholders, covers a five year period to 2021. It comprises a set of objectives, a programme of interventions and a series of targets.

3.3 The vision for cycling in Brent, as set out in the Cycling Strategy is:

- To make Brent a borough where everyone can cycle safely, in comfort and with confidence;
- To enable people of all ages and abilities from every section of Brent's diverse society to see cycling as a good option for everyday travel.

3.4 To achieve this vision the following objectives have been set:

- Objective 1: Develop a coherent network of direct, comfortable and attractive cycle routes;
- Objective 2: Promote cycling as a convenient, safe, healthy, enjoyable and inclusive activity;
- Objective 3: Reduce the number of accidents on Brent's roads involving cyclists;
- Objective 4: Improve access to cycling for all Brent residents and Businesses;
- Objective 5: Address the specific concerns that may reduce the ability of some groups to take up cycling.

4.0 Links to Other Plans and Strategies

4.1 The Borough Plan and the Council's Long Term Transport Strategy (2015 – 2035) provide the broad framework and vision for the Brent Cycling Strategy. Similarly, the strategy is consistent with a range of other plans and strategies, including the draft London Plan and Mayor of London's Transport Strategy (MTS), as well as the borough's emerging Local Plan and our Environment and Health and Wellbeing strategies.

5.0 Progress on Delivery

5.1 The Council is making steady progress towards achieving the objectives and targets set out in the Cycling Strategy. For example, in 2013, only 1% of all trips

in Brent were made by bike. The current modal share for cycling is 3% - amongst the highest for all outer London boroughs. Notable achievements since 2017 include:

- Implementation of new cycling infrastructure – including 6km of new cycle routes and 20 bike hangers;
- Delivery of over 800 events and activities as part of the Bike It Plus programme, reaching around 23,000 pupils. This has led to a 117% increase in the number of pupils cycling to school every day;
- Provision of cycle training for over 740 adults and 3,300 school pupils in 2017/18 – an increase of around 50% on the previous year;
- Creation of weekly adult bike clubs at Carlton Vale Infant School and expansion of Dr Bike sessions at 9 schools;
- Winning the ‘Excellence in Cycling and Walking’ category at the 2019 London Transport Awards for the successfully delivery of a number of transformational walking and cycling schemes and initiatives across the borough.

6.0 Current and Future Programmes

6.1 The development and delivery of a range of cycling infrastructure and behaviour change schemes, aimed at increasing the number of journeys made by cycle and improving safety and accessibility for cyclists, is planned. Priorities include:

- Quietway Cycle Route 3 (Regents Park to Gladstone Park) and 9 (Wembley Park to Harrow Weald);
- Healthy Streets Wembley Corridor (Wembley to Willesden Junction);
- A Liveable Neighbourhood schemes in Park Royal;
- Trailing further School Streets schemes to encourage active travel, following the successful completion of two pilot schemes;
- Expansion of dockless cycle hire scheme;
- Roll-out of additional secure cycle parking facilities – including working with the Council’s housing team to install hangers on our housing estates;
- Continuation/expansion of cycle training/active travel programmes;
- Delivery of a series of ‘quick win’ measures to remove barriers to cycling - for example, removing the bylaw which prevents cycling in the borough’s parks; installing cycle gaps in road closures; improving signage/wayfinding.

7.0 Approach to Engagement

7.1 The Council is committed to ensuring that the proposals within the Cycling Strategy are delivered in partnership with those who live, work and travel in the borough. Typical methods of engagement include:

- Workshops/meetings involving Council Members and officers, local businesses and representatives of local interest/amenity groups;
- Transport forums, such as the recently renewed Active Travel Forum which meet regularly to consider transport issues in the borough;
- Partnership arrangements with health, education, social services authorities and transport operators to work on joint interest projects;
- Joint working with other departments within the Council, neighbouring local authorities and other organisations;
- Workshops/events/surveys seeking the views of the wider public on individual schemes and the transport issues that most affect them.

8.0 Financial Implications

8.1 Funding for the development and implementation of cycling infrastructure and promotion/behaviour change schemes is predominantly provided by TfL through the LIP and Cycling Improvements Programme. Another significant funding source includes developer contributions as part of S106 agreements.

8.2 In 2019/20 the Council secured the following funding:

- £165,000 for a range of cycle training and cycle promotions;
- £160,000 towards new cycle parking – including 38 bike hangers;
- £75,000 for a cycling in parks initiative.

8.3 The council has also bid for funding in 2020/21 for the following:

- £380,000 LIP funding for the delivery of safe routes to schools and for a range of cycle training initiatives and cycle promotions;
- £150,000 from S106 for a range of localised 'quick win' cycle improvements.

8.4 Consideration is being given as to how and where strategic CIL could be used to deliver cycling infrastructure along with other priorities in the Infrastructure Delivery Plan which forms part of the Council's emerging Local Plan. The Council's Neighbourhood CIL fund provides opportunities for residents and local community groups to apply for funding to help improve infrastructure and remove barriers to cycling in their areas as a means of encouraging greater levels of cycling.

9.0 Legal Implications

9.1 There are currently no statutory obligations on Local Authorities to provide cycle routes however where cycle lanes are provided The Traffic Signs Regulations and General Directions (TSRGD) 2016 prescribe the standards and conditions of use for traffic signs, including road markings, traffic signals and pedestrian, cycle and equestrian crossings used on or near roads.

9.2 It will be necessary for contracts required to deliver the range of cycling infrastructure is to be procured in accordance with the Council's Contracts Standing Orders.

10.0 Equality Implications

10.1 The public sector duty set out in Section 149 of the Equality Act 2010 requires the Council, when exercising its public 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.

10.2 The Cycling Strategy makes a predominantly positive contribution to the Council's Equalities objectives. In particular:

- It is focussed on securing improvements to cycling in the borough for all. In particular, measures aimed at improving connectivity by bike and creating better streets and places are likely to benefit all target groups;
- Improving safety and security is a key aim of the Cycling Strategy - often of particular significance for the welfare of more vulnerable groups, such as the young, elderly and women;
- Whilst measures to promote cycling as a healthy, sustainable mode of travel will benefit everyone, they are likely to have a more differential impact for certain target groups (e.g. the young and the elderly).

11.0 Consultation with Ward Members and Stakeholders

11.1 Consultation and partnership working have been central to the development of our cycling programmes and strategies and ongoing engagement will continue to inform the planning and implementation of our cycling schemes and initiatives, with a strong emphasis on ensuring that decisions and delivery more closely reflect the needs of residents and businesses. The recently reconvened Brent Active Travel Forum in particular provides a platform for Ward Members, community and transport campaign/user groups and a range of other local stakeholders to shape the future of cycling provision in the borough.

Report sign off:

AMAR DAVE
Strategic Director of Regeneration
and Environment