



**Resources and Public Realm Scrutiny Committee  
Thursday 12 March 2020**

**Brent Cycling Strategy**

**Appendix 1: Key Lines of Enquiry and Detailed Questions**

**1. What is the current strategy and objectives for cycling in Brent?**

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.

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.

***i). What are the statutory requirements and definitions for cycling infrastructure?***

The main statutory requirement regarding the provision of cycling infrastructure is the Traffic Signs Regulations and General Directions (TSRGD). This prescribes the designs and conditions of use for traffic signs, including road markings, traffic signals and crossings used on or near roads. Beyond this there is a range of non-statutory, best practice guidance that has been produced for the provision of cycling infrastructure. The principle document used by the Council for the design and implementation of cycling schemes is the London Cycling Design Standards.

*ii). How does the cycling strategy fit in with the wider Brent Council Priorities and Borough Plan?*

The Borough Plan sets out the long-term vision for Brent and how it will build on the borough's position as a focus for growth and ensure this change benefits its resident. Among the issues identified in the Plan is the need for a more joined-up, sustainable transport network if the borough's growth, environmental and health and well-being ambitions are to be met.

The objectives and commitments set out in the Cycling Strategy are closely aligned to the Borough Plan in that they work to support the climate emergency and promote better air quality as set out in the recent air quality task group report 'Brent Breathes'; and seek to promote healthy, sustainable travel and create safer, more welcoming streets and places for cyclists.

*iii). How does the cycling strategy fit with Brent Council's Local Plan?*

The ambitious growth plans set out in the draft Local Plan, including significant new housing and employment provision, will bring new populations into the borough and intensify the use of the transport network in the area. In this context, the Cycling Strategy highlights the need for investment in the transport network - including the need for high quality, safe cycling connections into, out of and through the borough and the provision of supporting infrastructure that maximises opportunities for cycling.

*iv). Brent Cycling Strategy expires in 2021 – what is being done to draw up a subsequent strategy? Is this being prepared? How can we feed into this?*

A timetable for the production of a subsequent cycling strategy (or similar) will be produced by the end of 2020. This will include information on the processes/steps involved, including how relevant stakeholders and the public can be involved in the development and implementation of the strategy. We would aim to bring the strategy to scrutiny for input before adoption.

**2. How does Brent's cycling strategy link with other Council strategies and programmes and partner organisation's strategies?**

*i). How does this fit with the London Plan? (current and prospective) and the Mayor's Transport Strategy?*

The draft London Plan places a strong emphasis on sustainable infrastructure, efficiency and resilience and seeks to capitalise on 'good growth' opportunities to become a smart and sustainable city, requiring developments to contribute towards becoming a zero-carbon city by 2050. The Cycling Strategy advocates close partnership working with a range of stakeholders, including developers, to ensure the delivery of good quality and well connected cycling infrastructure that facilitate residents making shorter, regular trips by cycling.

A key aim of the Mayor's Transport Strategy is for 80% of all journeys to be made on foot, by cycle or by public transport by 2041. A central tenet of the strategy is the 'Healthy Streets' Approach – with the view to making health and personal experience the priority for London. Providing safe and secure infrastructure to encourage greater levels of cycling, especially for shorter journeys, represents one of the best ways of achieving this and this forms a key part of the Cycling Strategy. An example of this is the Wembley to Willesden Healthy Streets corridor scheme where we are working closely with TfL, residents and businesses to deliver significant improvements to people's cycling experience.

*ii). How does the cycling strategy contribute to the local transport strategy? (LIP).*

The Brent third Local Implementation Plan (LIP3) outlines the Council's strategy for improvements to the transport network and services in the borough, including the implementation of measures and interventions which will help connect people and places; promote healthy, sustainable travel; improve safety and security; and create better streets and places – key LIP objectives.

The Cycling Strategy is helping to contribute to these objectives through the creation of a network of safe, continuous cycle routes and supporting facilities; and the continuation of the Council's highly successful cycle training programme. Notable examples are provided in section 3, below.

*iii). How can we get people to stop using cars and using bikes instead?*

There are various opportunities for securing modal shift away from private cars to cycling, including:

- Creating streets and places that enable cycling - including improving street environments to make it safer to cycle;
- Providing secure parking where it is most needed – including more cycle parking at key destinations and providing secure, convenient places for people to store cycles where they live;
- Making it easy for people to obtain a bike – including through the provision of bike share or rental programmes;
- Making it easy to plan a journey – including provision of up-to-date maps and signage;
- Promoting cycling to all – including through the provision of training and equipment for people of all ages, abilities and backgrounds;
- For developments in areas of high PTAL, there is an expectation of low car/car free developments with inclusion for cycling provision within the development.

In addition, and in order to deliver a significant step-change in levels of cycling, it may be necessary to introduce more radical solutions, specifically aimed at

reducing the number of cars on the borough's roads, including the possibility of Low Emission Zones.

*iv). How does the cycling strategy fit with the Climate Change agenda?*

The Cycling Strategy is closely aligned to that of the Climate Change agenda. A key aim of the strategy is to make Brent cleaner, greener and more resilient. This can be achieved by:

- Making the borough's streets and public spaces accessible to cyclists, rather than just for cars (for example, through the introduction of new, safe, segregated cycle routes and filtered permeability schemes);
- Introducing more opportunities for people to cycle (including through the provision of new safe, secure on-street cycle parking facilities, the introduction of a dockless hire cycle scheme and the provision of a range of cycle training programmes).

As part of the development of the Council's Climate Emergency Action Plan, a study has recently been commissioned to produce a vision and roadmap identifying what measures/steps will be required to achieve as close to net zero carbon emissions from road transport in Brent by 2030. This work is likely to highlight a range of opportunities for increasing levels of cycling in the borough.

The objectives and commitments set out in the Cycling Strategy are also closely aligned to the recent air quality task group report 'Brent Breathes' in that they work to promote better air quality across the borough.

*v). How does the cycling strategy contribute to health and wellbeing strategies for the Borough's residents?*

The Cycling Strategy has an important role to play in helping to deliver the objectives of the Council's Health and Wellbeing Strategies, including increasing the life expectancy of the borough's residents and promoting physical activity. For example, the implementation of new cycling schemes and infrastructure; and the continuation of our highly successful cycle training programmes will help facilitate healthier travel practices amongst children and adults.

*vi). How does the cycling strategy contribute to sports promotion and facilities in the borough?*

The Council's priorities around sports promotion and provision of sports facilities are embedded into the Cycling Strategy. Securing investment in our cycle network and supporting infrastructure is a key priority, as is improving access by cycling to local sports and leisure facilities. In particular, the Cycling

Strategy contains an ambition to develop a network of safe, continuous cycle routes in the borough, including to and through our parks and green spaces.

vii). *To what extent does the cycling strategy contribute to cycling promotion and facilities for young people, eg via Brent schools?*

A key ambition of the Cycling Strategy is to make it easy for the borough's residents, in particular children and young people, to live safer, healthier and more sustainable everyday lives. This is being achieved, in part, through the delivery of improvements to Brent's streets and places to facilitate safe cycling (e.g. through the creation of 'school streets' and 'safe routes to schools') and via the continuation of our highly successful school cycle training programmes.

**3. Please provide an update on the implementation of the five objectives in the Brent Cycling Strategy and the specific action plan targets and outputs, describing, in each case, what happened and whether or not each one was implemented. ([Brent Cycling Strategy](#) p.19)**

The Council is making steady progress towards achieving the objectives and targets set out in the Cycling Strategy. TfL data reveals that in 2013, only 1% of all trips in Brent were made by bike. The current (2018) modal share for cycling is 3% - amongst the highest for all outer London boroughs. Other notable achievements include:

Infrastructure:

- 6km of cycle routes delivered since January 2017 (including 1km under construction in Kingsbury);
- 20 bike hangers have been installed across the borough since 2017, with 30 more planned in 2020.

Bike It Plus End of Year Report results (2017-2018 academic year):

- A total of 22,988 pupils participated in 827 separate activities and events;
- Pupils cycling regularly (once or twice a week or more) increased from 354 to 644 (85% increase);
- Pupils cycling to school every day increased from 139 to 301 (117% increase);
- The number of pupils who never cycle to school decreased from 4,509 to 3,086.

Cycle training results (FY 17/18):

- 742 adults trained (a 53% increase from previous year, and 87% increase from 15/16);
- 3,345 school pupils and under 15s trained (a 42% increase from previous year).

### Big Pedal 2018:

- Dr Bike sessions at 9 schools. Huge turnout, with Uxendon Manor receiving 190 bikes and scooters;
- Learn to ride and cycle skills across five schools.

### Bike Clubs:

- Weekly adult bike clubs at Carlton Vale Infant school and working with five year 8/9 girls at Convent language school - The girls are now confident to cycle on the road, and may look at doing Bikeability level 3 next year.

*i). How do we assess how well we are doing against national, regional and local objectives for cycling and how does this compare? How do we measure the performance of the cycling service against Brent Council objectives and statutory requirements? What is the recent performance and how does it compare with similar local authorities?*

Monitoring performance is an essential element of our cycling service and helps contribute to understanding progress in delivering borough and Mayoral priorities and objectives. For example, through the Brent 3<sup>rd</sup> Local Implementation Plan (LIP3) the Council is required to work towards a number of key Mayoral targets, including:

- Increasing walking, cycling and public transport mode share from 62% to 78% by 2041;
- Increasing the percentage of people doing at least 20 minutes of active travel a day from 30% to 70% by 2041;
- Ensuring zero killed and seriously injured (KSI) casualties from road collisions by 2041.

Data and information on LIP indicators/targets is collated by TfL and published on an annual basis in its Travel in London Report. Full data for 2018/19 is not yet available, but initial reports indicate that Brent's overall walking, cycling and public transport mode share has increased slightly from 65% to 67% - the highest active, efficient and sustainable mode share of all outer London boroughs.

Initial casualty data indicates an increase in the overall number of people killed or seriously injured on the borough's roads – up to 155 in 2018 from 132 in 2017. Cyclists accounted for 15 of those casualties. A key aim of schemes such as the Wembley to Willesden Healthy Streets corridor scheme is to design a street environment that will look to improve safety for cyclists and reduce the number of casualties.

*ii). How many cyclists/journeys does Brent cycling have annually and how does this compare with the last few years?*

Data on cycle journeys/cyclist numbers is recorded via a network of automatic counters located at various sites across the borough road network. However, analysis of this data is yet to be completed and details on the total number of cyclists/journeys is unknown at this stage. We aim to update Committee later this year once this data is available.

**iii). How has the Lime Bikes scheme worked? What are the issues? How can we measure success?**

A dockless electric cycle hire scheme operated by Lime began operating in the borough in November 2019. Data from the operators has revealed that in the last year there were 70,000 trips made within the borough, averaging around 20 minutes per trip (equivalent to around 4 miles) – the majority of which appeared to be commuter trips originating from areas in the south of the borough and travelling to/from central London. There are currently around 12,000 registered riders in the borough.

The scheme appears to be operating well and has received largely positive feedback from users, who cite it as being a cheap, convenient mode of travel for short journeys. There have been some issues for residents around inconsiderate parking of bikes in parts of the borough and requests from users for more regular servicing/charging of bikes, but generally the scheme is well managed. Operator responsibilities/requirements are set out clearly in a Memorandum of Understanding with the Council. London Councils is currently working on developing a London-wide Bylaw which will help address issues around illegal/inconsiderate parking.

Lime has indicated they are looking to expand their operations in London over the next few years, including increasing network coverage in Brent. Future indicators of success might include an increase in the number of borough riders; an increase in journey trips/time; and a reduction in the number of complaints received.

**iv). Have any of our cycling strategy / projects received any national awards/recognition?**

The Council was a winner at the 2019 London Transport Awards, winning the 'Excellence in Cycling and Walking' category for its project 'Cycling and Walking in Brent: Meeting the Challenge' which has successfully delivered a number of transformational walking and cycling schemes and initiatives across the borough.

**4. How does Brent's cycling strategy contribute to the Council's Equalities objectives?**

The Cycling Strategy makes a predominantly positive contribution to the Council's Equalities objectives. To a large extent this is to be expected because:

- 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 certain 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 or those with visual or mobility impairments).

*i). What cross sections of the community use cycling the most/least? (CR to protected characteristics).*

Data collected by TfL as part of the London Travel Demand Surveys reveals that levels of cycling within Brent vary significantly, with those living in the south of the borough making significantly more cycle trips than those who live in the north. Men are also still making more cycle trips than women throughout the borough, predominantly due to perceptions around safety and the lack of segregated cycle routes and supporting cycling infrastructure.

*ii). What are the barriers for particular sections of the community and how can we overcome them?*

The results of previous engagement surveys suggest that some groups find it easier to take up cycling than others. There are a large variety of factors involved in this, including gender and where in the borough individuals are located. The two main factors that appear to be influencing this are:

- Physical infrastructure barriers, such as the North Circular which make travelling by cycle more difficult. This category may also include a lack of facilities at destinations;
- Societal and psychological factors, such as fear of crime and lack of a cycling culture or role models.

**5. How do we consult residents, local interest groups, partner organisations and cross departmental stakeholders on our cycling strategies?**

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 an emphasis on ensuring that decisions and delivery more closely reflect the needs of residents and businesses. The emerging Wembley to Willesden Healthy Streets corridor scheme is typical of this approach. Other 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 reconvened 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 (e.g. Camden in respect of on-going highways improvements in Kilburn) and other organisations (e.g. OPDC as part of the recent Park Royal Liveable Neighbourhoods bid);
- Workshops/events/surveys seeking the views of the wider public on individual schemes and the transport issues that most affect them (e.g. the recently completed Kingsbury High Streets Improvements scheme).

*i). Who is formally consulted on the cycling strategy in Brent?*

A range of statutory and local stakeholders and the wider public are formally consulted on our cycling programmes and strategies. Key consultees include:

- TfL and various local transport operators;
- The Police;
- Local access and amenity groups;
- Neighbouring London boroughs.

*ii). Is cycling referenced in the recent Brent Residents Survey? What other surveys on cycling undertaken in Brent?*

An engagement survey to inform the development of the Cycling Strategy was undertaken in 2015. TfL also undertakes a London Travel Demand Survey - a survey of personal travel by London residents on an annual basis, with 8,000 households across the Capital surveyed.

**6. What is the organisational structure for delivering this service?**

*i). How is the cycling promotion and planning delivered operationally?*

Responsibility for the development/delivery of the Council's cycling programme is split between the Transportation Planning and the Highways & Infrastructure teams within the Regeneration & Environment Directorate.

The Transportation Planning team is principally responsible for the more strategic transport issues around policy, strategy and programme development

and working with transport operators and developers to secure major transport infrastructure improvements in the borough.

The Highways & Infrastructure team is largely responsible for the design and delivery of a range of transport schemes and initiatives and working with the local community and partners to promote active, sustainable travel.

## **7. What is the budget for cycling promotion and planning in Brent?**

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.

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.

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.

### *i). Is there money from the Community Infrastructure Levy (how much)?*

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.

## **8. What are the future plans for cycling promotion and planning in Brent?**

### *i). What are the future plans for the development of cycling promotion and planning in Brent (inc new statutory requirements etc)?*

The development/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);
- Liveable Neighbourhood schemes in Park Royal and Kilburn;
- 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 – with 47 to be delivered this year;
- Continuation/expansion of cycle training/active travel programmes;
- Delivery of a series of ‘quick win’ measures to remove barriers to cycling.

*ii). How might we improve our cycling promotion and planning and offer to local residents?*

Despite the good results and achievements achieved to date, there is room for further improvements, particularly if Brent is to achieve its ambitious cycling objectives and targets. The Council will need to look how it funds ideas, but key challenges/opportunities to achieving this might include:

- Additional cycling clubs/led rides for residents to improve cycle confidence;
- Using neighbourhood CIL to remove local barriers to cycling;
- Introduction of a blanket 20mph limit to improve safety;
- More healthy streets/liveable neighbourhoods – apply concept more widely to make local streets more attractive/greener for cycling;
- Reducing crime/fear of crime and tackling anti-social hot spots – e.g. better street lighting, CCTV, greening etc.;
- Regular/ongoing maintenance of roads/cycle infrastructure;
- Reaching out to communities – e.g. through regular events.

### **Background documents**

- [Brent Cycling Strategy 2016-2021](#)
- [Brent Long Term Transport Strategy 2015-2035](#)
- [Brent Third Local Implementation Plan \(LIP 3\)](#)