

REQUIREMENTS	RESPONSES
Borough	London Borough of Brent
Borough Contact	██████████
Project Name	Cycling Quick Wins
Location (inc. coordinates)	Various locations
Amount of funding requested - Design and PM fees - Implementation costs - Monitoring	Funding requested - Design and PM fees = £7000 - Implementation costs = £35000 - Monitoring = £3000
Borough funding contribution (if applicable)	N/A
Type of Intervention - Strategic cycle routes - Low traffic neighbourhoods - Space at town centres	Low traffic neighbourhoods

Summary of proposals and how this aligns with LSP objectives (max 300 words)	<p>The proposed Cycling Quick Wins will remove barriers to cycling and make cyclists feel better catered for in the borough. These improvements have been identified as a priority in the Council's Covid-19 Transport Recovery Plan (Appendix A and B), a list of the measures is included in Appendix C and preliminary designs for some measures are included in Appendix D.</p> <p>The improvements have been subject to discussions with Brent Cycling Campaign and will improve permeability and accessibility for cyclists around Brent and links into local cycle routes. The proposals include improving cycling permeability by introduce contraflows to one-way streets; pop up cycle lanes; improvements to existing cycle routes and improving accessibility by introducing new waiting and loading restrictions, dropped kerbs and signage.</p> <p>The improvements meet the objectives of the LSP by enabling social distancing on street; encouraging Londoners to avoid unnecessary use of public transport and focusing on strategic movement to prioritise walking and cycling. Specifically they will complement other Streetspace initiatives in the borough such as Low Traffic Neighbourhoods and School Streets by enabling social distancing on street and providing an active travel alternative to using public transport for shorter journeys.</p>
Is this an existing scheme and/or previously funded by TfL?	No
High level programme information	June - Preliminary design; July - Detailed design : August - Implementation
Impacts to traffic signals (as per Figure 1)	We do not forecast any impact on traffic signals
Impacts to bus assets or operations	We do not forecast any impact on bus assets or operations
Impact on freight (servicing and delivery)	We do not forecast any direct impact on freight (servicing and delivery) to retail premises.
Connections to strategic cycle routes	There are currently no strategic cycle routes in North-West London. The Quick Wins could however improve access to local cycle routes including Quietway 3 and LCN+ 45.

Impacts on protected groups	An 'Initial Screening' Equality Impact Assessment (EIA) has been carried out as part of the Brent Covid-19 Transport Recovery Plan and is included in Appendix A. This ensures that the proposals do not have a negative impact on a particular group, or that any adverse impacts identified are appropriately mitigated. The outcome of the assessment indicates that the overall impact of the on protected groups is likely to be positive. There are no negative impacts and the remainder are judged either positive or neutral. All proposed measures will be designed in accordance with the latest guidance and advice on Inclusive Design including advice recently published by RNIB.
Consideration on crime reduction	No effect.
Details of any community engagement / business engagement	All measures will be introduced using experimental/temporary traffic orders where needed. Notification letters will be sent and community and business engagement will be ongoing throughout the initial 6 month experimental period with a further public consultation being undertaken at the end of the experimental period.
Evidence of political support	The Brent Covid-19 Transport Recovery Plan has been published and outlines the Councils approach for introducing measures to support socail distancing and walking and cycling instead of car use; https://www.brent.gov.uk/your-community/coronavirus/changes-to-council-services/transport-and-streets/ . It includes measures to support bus services and improve journey times along with waiting and loading restrictions and providing disabled parking bays. This has been approved by the Cabinet Member for Regeneration, Property and Planning and Cabinet Member for Environment and also by the Council's Policy Coordination Group (PCG) on Thursday 4th June 2020 which inlcudes cabinet members and chief officers.
Risk and opportunities	Risk: Potential objections to cycle contraflows on residential roads Opportunity: Positive travel behaviour change in a borough which will exceptional levels of growth in the next 20 years, with 66,000 people anticipated to move in and 40,000 homes to be built.
Monitoring strategy	Cycle counts will be undertaken at strategic locations around the borough during the initial 6-month experimental period and a consultation portal will be set up on the Brent Council website to collect feedback from residents and businesses.