

REQUIREMENTS	RESPONSES
Borough	London Borough of Brent
Borough Contact	
Project Name	Low Traffic Neighbourhoods - Second Tranche
Location (inc. coordinates)	Various locations throughout the borough
Amount of funding requested - Design and PM fees - Implementation costs - Monitoring	Funding requested - Design and PM fees = £23,209 - Implementation costs = £116,048 - Monitoring = £4,000 Total: £143,257
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>4 Low Traffic Neighbourhoods (LTN's) identified in the Council's Covid-19 Transport Recovery Plan (Appendix A) The strategic context of the LTN's is shown on the Proposed Interventions Plan (Appendix B). Each specific LTN has been prioritised on the basis of a set of considerations including high footfall/people movements, through traffic, high/increasing number of casualties, air quality, health/deprivation, impact of Covid 19 and green space deficiency. Each LTN also contains one or more proposed School Streets, the funding for which is subject to a separate proforma. Most LTN's fall within existing 20mph zones. Where this is not the case additional 20mph limits will be introduced.</p> <p>The proposed LTN's are fully consistent with and support TfL's objectives contained in the Streetspace programme in seeking to remove through traffic from residential areas, improve local cycling and walking conditions, encourage modal shift and promote social distancing. Measures for each LTN will comprise a series of strategically located modal filters and associated signage. We have also costed for the introduction of 2 no. bike hangers/LTN. Standard details and signage are provided in Appendix C. Each modal filter will comprise planters and bollards with emergency access. Where possible, the cycle hangers will be used as part of the modal filter configuration. The LTN boundaries and locations of a total of 14 filters are shown in Appendix D. The LTN's are:</p> <p>PM18 Bathurst Road Area: 2 filters PM19 Queens Park Area: 3 filters PM32 South of Princes Road Area: 6 filters PM34 Chaplin Road Area: 3 filters</p>
Is this an existing scheme and/or previously funded by TfL?	No
High level programme information	June - Preliminary design; July - Detailed design : August - Traffic Orders; July/August/September - Implementation.

Impacts to traffic signals (as per Figure 1)	We do not forecast any direct impact on traffic signals although possible increased traffic on the main road network may affect signal capacity at specific junctions. All impacts can be assessed and mitigation measures identified in consultation with TfL signals during the experimental period. It should be noted however that the estimated costs given above do not include for the implementation of any mitigation measures.
Impacts to bus assets or operations	We do not forecast any direct impact on bus services although possible increased traffic on the main road network may affect bus journey times. All impacts can be assessed and mitigation measures identified in consultation with TfL during the experimental period. It should be noted however that the estimated costs given above do not include for the implementation of any mitigation measures.
Impact on freight (servicing and delivery)	We do not forecast any direct impact on freight (servicing and delivery) to retail premises although there will some minor increase in freight journey times within the LTN's due to the constraints imposed on local vehicular access.
Connections to strategic cycle routes	There are currently no strategic cycle routes in North-West London.
Impacts on protected groups	An 'Initial Screening' has been carried out as part of the Brent Covid-19 Transport Recovery Plan . 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 - see Appendix A. 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	Existing crime levels vary across the various proposed LTN's so it is not practical to provide a full analysis of existing crime stats at this stage. However, the designs will consider crime in the area and the introduction of LTN's will encourage more cycling and walking on residential streets, and hopefully more community interaction and play. This will in turn increase on street activity and surveillance, deterring crime and reducing fear of crime.
Details of any community engagement / business engagement	In order to ensure immediate action can take place, all measures will be introduced using experimental/temporary traffic orders. Notification letters will be sent to residents and community/ business engagement and consultation 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 social distancing and the promotion of walking and cycling as sustainable alternatives to car use; https://www.brent.gov.uk/your-community/coronavirus/changes-to-council-services/transport-and-streets/ . The Recovery Plan has been approved by the Cabinet Member for Regeneration, Property and Planning and the Cabinet Member for Environment and also by the Council's Policy Coordination Group (PCG) on Thursday 4th June 2020 which includes cabinet members and chief officers.

Risk and opportunities	<p>Risks: In the short term, there is likely to be a significant increase in demand for planters and drop down bollards which may delay delivery. Likewise there may be some delay in sign manufacture. We will work closely with various suppliers to minimise any potential delays. Unforeseen local resistance to the changes may present political difficulties is making certain LTN's permanent.</p> <p>Opportunities: Together with other Streetspace initiatives including School Streets, cycling improvements, footway widening and town centre enhancement, we see LTN's as a first step in transforming Brent's street and movement network to radically improve and enhance the pedestrian and cycle environment while supporting the public health priority of social distancing.</p>
Monitoring strategy	<p>As existing traffic conditions and time constraints preclude the undertaking of 'Before' traffic levels, we propose to adopt the principle of a threshold 'After' level of traffic in all LTNs. LCDS standards suggest that 500 vehicles/day (12-hours) is acceptable for cyclists to mix with traffic so we intend to monitor traffic levels against this criteria. We have included in our bid the cost of undertaking a limited number of after surveys to ensure all through traffic has been diverted away from the LTN areas. During the experimental period our community teams and neighbourhood managers will provide important feedback on increased levels of on street activity, walking and cycling. The results of the consultation exercise at the end of the experimental period will provide a clear picture of the success of the LTN initiatives. The proposed 9 LTN's will provide approximately 13.4km² of new low traffic neighbourhoods.</p>