Draft Brent COVID-19 Transport Recovery Plan

1.   Background/Wider Context

1.1   The Brent COVID-19 Transport Recovery Plan outlines the Council's approach for delivering rapid improvements to the transport system in the borough in response to the challenges raised by the COVID-19 pandemic.

1.2   The Plan presents measures that need to be taken in the short-medium term as well as those needed to support longer-term ambitions to ensure a more inclusive, healthier and sustainable future for Brent's residents. While it echoes the aims of Brent's 2015-2035 Long Term Transport Strategy, this Plan calls for more focussed and urgent delivery of projects outlined in both this and the Local Implementation Plan 2019-2041.

1.3   The onset of the COVID-19 pandemic has dramatically changed how the transport system is being used across Brent and London as a whole. As of March 23rd 2020, UK residents were asked formally by the government to remain home except for essential trips and exercise, and to maintain 2m distance when trips had to be made. Restrictions were also placed on commercial activity with closures for non-essential businesses. This has resulted in a significant reduction in the amount of trips being made on the transport network overall, but has also lead to changes in the way in which people choose to travel – with more people walking and cycling.

1.4   During the initial phase of the lockdown and in order to facilitate essential trips and exercise, the Council has been developing plans to put in place a range of emergency measures, including temporary pavement widening and barriers, in order that the borough's residents – many of whom are key workers - can make these trips as safely and expediently as possible. Further short term measures will be identified as lockdown restrictions are eased and social distancing issues emerge, for example increased activity near stations and schools.

1.5   There is however also a need to plan our more medium to long term COVID-19 recovery which promotes the health and wellbeing of residents, enables local economies to thrive, and ensures that targets for carbon reductions and air quality improvements are met. Once lockdown restrictions are lifted, there is the opportunity to support a change in the way people choose to travel, promote walking and cycling and to forge a healthier, more sustainable future for the borough.

1.6   The Plan comprises:

- An overview of the key issues and challenges facing the borough as a result of the pandemic and the opportunities that exist to address/mitigate these;

- A set of objectives and identification of priorities – formulated based on the various challenges and opportunities and to ensure consistency with DfT/TfL guidance and initiatives and the Borough's wider policies, including equality, road safety, public health, the climate crisis, and air quality;

- A plan to develop a programme of investment in our infrastructure, outlining the various measures and interventions that are proposed to address some of the shorter-term transport challenges and which will also aid local communities, the environment and the economy in the longer term; and a list of priority areas for implementation;

- A summary of arrangements for prioritising schemes and monitoring/reviewing the programme of investment, along with details of consultation/engagement and governance arrangements.

1.7   The delivery of the programme will be dependent on the funding that can be made available.

2.   Key Issues/Objectives

2.1   The COVID-19 pandemic constitutes a significant public health emergency and the Council's response to this is focused on several key priorities, in particular the need to:

- **Protect the most vulnerable** – including the elderly, the homeless and those with underlying health problems who are more prone to infection;

- **Reduce the spread of the virus** – principally through the implementation of physical distancing measures;

- **Provide safe and expedient access for those needing to travel** – in particular key workers and the schools community;

- **Support the local economy** – including providing help to businesses which are struggling to survive or need to find new ways in which to reach their customers;

- **Plan for a sustainable and healthy future –** enabling resident's to more readily access walking and cycling infrastructure, bringing with it the public health benefits of increased activity and cleaner air, as well as contributing to the aims of the climate emergency.

2.2   The Borough's transport system – and how it is utilised and adapted - has an important role to play in achieving these priorities. For example, the Council is supporting its most vulnerable residents by delivering essential supplies and providing transport to ensure people can get to important hospital appointments. In addition, emergency highways measures, including temporary footway widening, barriers and signage are being installed at key town center hot-spots, around schools and at other busy locations where current infrastructure does not allow for physical distancing.

2.3   However, more needs to be done. For example, peoples' ability to access their place of work safely and expediently has been significantly diminished now that public transport services have been reduced or are operating at reduced capacity. This is further exacerbated by the lack of high quality cycling and walking routes in parts of the borough. In addition, whilst there

has been a dramatic reduction in levels of traffic on the borough road network, which has encouraged many people to turn to walking and cycling, issues remain with road danger – in particular, a reported increase in speeding in some locations.

2.4   As well as the need to address some of the more immediate, short-term transport issues, the COVID-19 pandemic provides significant opportunities for the Council to adopt radical new approaches and implement a range of measures that will help address wider priorities around public health, inequalities, air quality and climate change. Further details of the key challenges and opportunities are detailed below. This provides the context for the Recovery Plan objectives and delivery plan measures aimed at tackling these issues.

Key Challenges and Opportunities:

2.5   The key transport challenges resulting from the COVID-19 pandemic and the principal opportunities to address them are outlined in Table 2.1, below. Further details are provided in the appendices to the Plan.

Table 2.1: Key Transport Challenges/Opportunities

Key Challenges	Priority Issues/Concerns	Main Opportunities
Public Health Issues		
Residents not being able maintain physical distance of 2m at busy locations or on public transport – contagion risk	Evidence of pressures at busy town centre/high street locations, including at bus-stops, busy shops/premises and areas with narrow pavements. Emerging pressures outside and near schools and stations as lockdown measures are eased.	• Temporarily widening footways and providing cycle lanes • Temporary/timed road closures to enable people to move more freely and maintain physical distancing where footway widening is not feasible • School streets initiatives with timed restrictions for vehicular access
Increased congestion and air pollution/CO2 emissions as a result of increased car use post lockdown.	CO2 emissions/air pollution have reduced significantly since lockdown, but are likely to rise again as restrictions are lifted. Lack of public transport services/capacity could lead to bigger switch to travel by car. Parts of borough population experience significant health problems which could be further exacerbated should emissions start to rise	• Remove barriers to walking and cycling to facilitate more active, healthy travel • Close roads to vehicles in certain areas and potentially at certain times to reduce traffic flows and emissions • Create Low Emission Neighbourhoods in areas of poor air quality • Communications campaign to promote walking and cycling as options (e.g. walking routes, cycling lessons (when possible),

Key Challenges	Priority Issues/Concerns	Main Opportunities
		Clean Air route planners, 'Try Before You Bike' scheme) • Promote the use of Electric Vehicles • Implement green infrastructure such as pocket parks. • Work with schools on localised measures (e.g implementing School Streets)
Road Safety Issues		
People stepping into road to maintain physical distancing	Busy areas or locations with narrow pavements could make maintaining safe physical distancing challenging without adequate interventions	• Footway widening at busy locations and/or temporary/ timed road closures to improve pedestrian/cyclist safety • Engagement with schools
Increased incidences of speeding vehicles with lower traffic levels	Growing evidence of speeding in some locations which has the potential to endanger other road users, particularly more vulnerable pedestrians/ cyclists	• Measures to reallocate road space to pedestrians/ cyclists can be designed/ implemented in such a way as to reduce vehicle speeds • Use of temporary road closures to deter rat-running traffic • 20 mph speed limits
Increased use of cars post lockdown	Potential for increased conflict/collisions between motor vehicles and pedestrians/cyclists after lockdown restrictions eased. Safety outside schools is a particular concern.	• Prioritise pedestrian/cyclist safety at collision hot-spots • Use of temporary road closures to deter rat-running traffic • Introduction of parking controls to deter commuters
Socio-economic Issues		
People unable to travel to work due to reduced public transport services/capacity	Major employment centres such as Wembley difficult to access by other modes. Other locations could become severely congested with road traffic	• Prioritise implementation of dedicated cycling/walking routes between key destinations/employment locations, including Brent's two hospitals

Key Challenges	Priority Issues/Concerns	Main Opportunities
		• Work with major employers on travel plans and initiatives to support sustainable travel
Public avoiding shops/ highstreets due to inability to maintain physical distancing – risk to local economy	Town centres/high streets already experiencing reduced footfall – potential that shoppers could stay away once lockdown restrictions lifted and if adequate physical distancing measures not put in place	• Improved access/facilities for pedestrians/cyclists (e.g. cycle parking) • Measures to support sustainable home deliveries (e.g. e-cargo bikes) • Low traffic neighbourhoods around town centres
Inequality of access to outside space and parks	Parts of Brent (e.g urban areas in south of the borough) experience issues of deprivation, poor health and other inequalities, including green space deficiency	• Prioritise investment in Healthy Streets schemes and initiatives to create healthy, inclusive places • Provide green infrastructure e.g. trees, rain gardens and meadowing in the public realm • Promote mechanisms to close roads to residents e.g Play Streets (re-branded as Community/Exercise Streets during social distancing phase)
Other Issues		
Risk of complaints/legal challenges if measures are implemented with little or no consultation	Potential that some measures could prove contentious – particular those involving loss of on-street parking, road closures etc.	• Seek views from residents on possible measures/ interventions and attitude to modal shift post-lockdown • Range of powers available to Council under Highways Act to deliver emergency/ experimental measures with minimal consultation. Schemes could then be enhanced and become permanent under longer term plans
Availability of funding to deliver transport improvements	Local Implementation Plan (LIP) and other TFL funding sources for delivering cycle improvements, Liveable	• TfL has secured £45m emergency funding from Department for Transport (DfT) which is available to

Key Challenges	Priority Issues/Concerns	Main Opportunities
	Neighbourhoods are no longer available. Increased pressure on Council Capital budgets.	boroughs to implement variety of quick-win transport measures to support active travel • DfT announced £250 million to support active travel infrastructure. The Council has been allocated an indicative £100,000 as part of a first tranche of funding, with additional funding to be made available in Summer 2020 • Circa £295k grant from Government for measures to enable re-opening of high streets from June 2020.

Objectives and Priorities:

2.6 The principal objectives and key priorities of the Transport Recovery Plan are outlined in Table 2.2, below. They have been formulated having regard to the following:

- The key challenges and opportunities outlined above;

- Continuity with the ambitions and objectives of the recently published DfT guidance and TfL's Streetspace programme – which both extol active travel;

- Consistency with the vision for Brent as set out in the Borough Plan and Inclusive Growth Strategy 2019-2040;

- The imperative to integrate transport policy with wider policy objectives (including those focused on equality, public health and climate change);

- The constraints of funding.

Table 2.2: Objectives and Priorities

Objective	Key Priorities	Link to Recovery Priorities
1. Transform our streets to create healthy, more inclusive places	• Reduce traffic levels post-lockdown • Reduce CO2 emissions and improve air quality • Create streets that are accessible and inclusive to all	• Protect the most vulnerable • Reduce the spread of the virus • Provide safe/expedient access • Support the local economy • Plan for a sustainable/ healthy future

Objective	Key Priorities	Link to Recovery Priorities
	• Enhance and 'green' the wider public realm	
2. Facilitate active travel to improve people's health and wellbeing	• Significantly increase levels of cycling and walking • Tackle obesity/Improve the health of Brent's residents • Improve pedestrian/cycle connectivity to our town centres, transport hubs, schools, parks and other key destinations • Increase provision of safe, secure facilities for pedestrians and cyclists	• Protect the most vulnerable • Provide safe/expedient access • Support the local economy • Plan for a sustainable/healthy future
3. Improve safety on the borough road network	• Adopt 'Vision Zero' approach • Improve safety outside schools • Reduce the number of pedestrian/cyclist casualties • Reduce incidences of speeding traffic	• Protect the most vulnerable • Provide safe/expedient access

3. Delivery Plan and Programme of Investment

3.1 Table 3.1, below, outlines the potential range of (predominantly physical) measures and interventions that the Council will consider implementing over the short to medium and longer-term.

Table 3.1: Delivery Plan Potential Measures/Interventions

Measure/Intervention	Key Priorities	Link to Plan Objectives
Short-Medium Term (1-6 Months)		
Footway widening	Outside shops, schools, stations, bus stops and other major trip generators (e.g. bike shops or where bike parking installed)	1, 2, 3,
Reducing street clutter	Removal/relocation of street furniture to maximise available footways space	1, 2, 3
New/improved pedestrian crossings	Increase number/size of traffic islands to provide more informal road crossing facilities and to accommodate increased pedestrian numbers. Work with TfL to increase pedestrian green times at all signals and eliminate the need for push buttons. Provide advanced cycle stop lines.	1, 2, 3

Measure/Intervention	Key Priorities	Link to Plan Objectives
Protected cycle lanes	Identify locations for temporary segregated cycle lanes (e.g. town centres, strategic cycle network, other key routes, road safety hotspots, streets with 4+ lanes/wide central reservation).	1, 2, 3
Pedestrian/cycle only streets	Identify locations to introduce pedestrian/ cycle only streets, including areas with high footfall and/or areas experiencing poor air quality (e.g. Wembley High Road)	1, 2, 3
Play Streets	Re-brand Play Streets to Community/Exercise streets with new guidance so that residents still have the option to restrict non-residential traffic but use the street in a way that respects social distancing guidelines. This is of particular importance where a neighbourhood does not have access to nearby green space.	1,2,3
Junction improvements	Identify junctions where pedestrian/cycle facilities can be improved in the short term (e.g. advance stop lines)	2, 3
School streets	Identify a borough-wide package of school streets measures with camera enforcement	1, 2, 3
Low traffic neighbourhoods	Draw up a borough-wide plan of low traffic neighbourhoods with modal filters (e.g. drop down bollard, planter, bike hanger, etc.). Identify ped/cycle crossings of trafficked streets linking low traffic neighbourhoods (possibly longer term if signals required).	1, 2, 3
Corridor improvements	Identify potential for 'whole route' treatments (e.g. A5 corridor, Harrow Road (CFR25))	1, 2, 3
Cycle Accessibility	Review existing cycle route infrastructure and implement improvements. Implement cycle contraflows to one way streets. Quick win measures to support cycling. Pop-up cycle routes to improve connectivity.	1, 2, 3
Cycle parking	Increase provision of safe, secure and well lit (covered) cycle parking across the borough. Work with Police to reduce cycle theft	2, 3
Cycle training	An annual programme of adult and child cycle training	2, 3

Measure/Intervention	Key Priorities	Link to Plan Objectives
Cycle maintenance	Council run/subsidised facilities for bike maintenance/repair, advice etc.	2, 3
Cycle hire	Expand/promote cycle hire schemes in the borough, including docked and dockless bikes, e-bikes (through Try Before You Bike scheme) and e-scooters	2
Borough-wide 20mph limit	Introduce borough-wide 20mph limit to address issues around speeding traffic and improve safety of vulnerable road users.	2, 3
Safety cameras	Explore locations for additional red light/ speed cameras	2, 3
Controlled Parking Zones/ Increased parking charges	Introduce additional CPZs and further increase all parking charges to manage parking demand and to generate additional income to invest in sustainable transport measures	1, 2, 3
Waiting/loading review	Identify locations for introducing alternative/ more restricted times for loading in town centres (e.g. after 8pm and before 8am). Prohibit all waiting or loading in the vicinity of transport hubs and physically design out pick up/set down. Loading facilities specifically for cargo bikes	1, 2, 3
Smarter Travel programme	Travel awareness work such as guided walks, events, promotional activities and adverts to further promote and raise awareness for sustainable transport across Brent.	1, 2, 3
Longer Term (Over 6 Months)		
Public realm enhancements	Enhanced footway street lighting to improve pedestrian safety/security, particularly at night. More street seating, urban greening, etc.	1, 2
Electric Vehicles	Increase supply of charging infrastructure to support take up of EVs for residents, businesses and commercial fleet operators. Includes provision of additional Source London, rapid and lamp post charge points; and exploring new/innovative charge point schemes	1

Measure/Intervention	Key Priorities	Link to Plan Objectives
Car Clubs	Coordinate roll-out of additional car club provision and car sharing schemes in the borough to reduce the need for people to own vehicles	1
Delivery and servicing strategy pilot	Development/implementation of strategy for a pilot area in the borough setting out proposals to mitigate impacts of freight activities/operations, particularly increased home deliveries	1, 3
Cargo Bikes	Work with companies to introduce cargo bike deliveries across the borough	1, 2, 3

3.2   The delivery plan has been developed to help achieve the Recovery Plan objectives as well as to contribute to the delivery of the Council's overarching recovery priorities, the wider vision and priorities of the Borough Plan and to conform to the ambitions/objectives of the DfT's new guidance and TfL's Streetspace programme. The driving principles behind the delivery plan are inclusivity, health and wellbeing, road safety and the environment.

3.3   The priorities for implementing the delivery plan take into account such factors as the various transport and linked environmental, public health and socio-economic challenges and opportunities identified in Section 2 and wider policies and programmes. All parts of the delivery plan are of equal importance. However, from a geographic perspective there are certain areas of the borough where some elements of the Plan require particular emphasis. These include:

- Borough Growth Areas and other areas likely to experience high levels of footfall/ pedestrian movements – including stations/transport hubs; town centres/high streets; schools/colleges; places of worship; major employment areas, including Brent's hospitals; key leisure/recreation destinations;

- Areas with high numbers of road casualties/collision hot spots;

- Areas experiencing issues of poor air quality, poor health (in particular, obesity), high levels of deprivation, high COVID-19 infection/mortality rates, etc.;

- Areas with poor or limited access to green space, low cycling/walking potential.

3.4   Given the uncertainty around funding/resources and the need to implement quickly a wide range of measures in different parts of the borough, the intention is to focus principally on those smaller to medium sized schemes/initiatives that can be delivered by the Council and its partners in the short to medium term (1-6 months). More significant and costly interventions required to meet Plan objectives and deliver wider borough priorities are likely to be implemented over the longer-term (6 months +).

Programme of Investment/Scheme Prioritisation:

3.5 To determine where work should be focussed, subject knowledge from Council officers will be used but also, for larger-scale works such as Low Traffic Neighbourhoods, areas across the borough will be prioritised according to a range of socio-economic and environmental factors. There will also be an initial focus on working with schools.

3.6 A simple scheme prioritisation process to determine the Recovery Plan programme of investment has been created. This will help ensure that schemes reflect the Council's emergency response priorities; are consistent with the Recovery Plan objectives; address local problems and priorities (including those set out in the Borough Plan); provide value for money; and, above all, are deliverable. Details of the various assessment criteria and how each of the schemes in the programme of investment links to these are set out in Appendix C.

3.7 Details of the specific schemes that form the programme of investment are set out in Appendix B and C to this Plan. The Council has been working closely with a range of stakeholders to explore opportunities to adopt new, innovative measures and approaches to scheme delivery; as well as looking to learn from the best practice of others. Schemes include:

- The installation of temporary, lightly segregated cycle lanes along busy corridors including Harrow Road, Abbey Road and parts of Kilburn High Road;

- A range of footway widening and pedestrian improvement measures in key town centre locations, including Wembley, Harlesden and Kilburn;

- The creation of low traffic (liveable) neighbourhoods in areas including Willesden, Queens Park and Queensbury;

- The implementation of school streets in areas including Harlesden, Cricklewood and Stonebridge;

- The implementing of bus priority measures along busy corridors including Harrow Road, Harlesden Road and High Road, Willesden;

- The delivery of a range of cycling 'quick win' measures at various locations across the borough;

- The installation of cycle hangars in low traffic neighbourhoods and at other locations across the borough;

- A range of parking reviews and controls, including waiting and loading restrictions and disabled parking provision for improved accessibility.

3.8 It is also proposed to continue our highly successful borough-wide 'Smarter Travel' and cycle training programmes as a means of facilitating healthier and 'greener' travel practices. A key focus will be on providing support for schools, businesses and individuals of all ages and abilities who wish to walk and cycle more. This programme includes travel plans, the 'Breath Clean' schools project raising air quality awareness, road safety education, arrangements for Car Free and Clean Air Day events, and general publicity. In addition, we will look to identify and promote via the Council website 'walking and cycling routes to parks' as a means of encouraging the take-up of more healthy, active lifestyles amongst Brent's residents.

Programme Monitoring/Review and Risks to Delivery:

3.9   The programme of investment will be kept under regular review. The programme could be amended, with schemes added/removed or brought forward/put back as a result of a change in priorities; the availability of funding; or the capacity of the Council and its partners to deliver schemes. It is proposed to use the Commonplace platform to record feedback and requests for measures/interventions from residents and other stakeholders and the plan reviewed/updated periodically.

3.10 As part of the Council's internal Capital Programme Monitoring (CPM) process, a risk assessment of the delivery plan and programme of investment will be undertaken. Potential risks that may arise may include the failure to deliver planned measures; the relative effectiveness of selected measures; the quality of the data/information supplied; the roles/actions of others; and changes to funding levels.

Scheme Costs/Funding Sources:

3.11 The programme of investment represents the Council's ambitions going forward. However, the programme is currently unfunded.

3.12 The Council's principal source of funding for the delivery of transport improvements in the borough is the LIP funding allocation from TfL, which comprises a range of formula, discretionary and strategic funding sources. However, owing to the severe funding pressures TfL is currently experiencing as a result of the COVID-19 Pandemic, this funding stream is not currently available. TfL has recently secured £45m emergency funding from the Department for Transport to allocate to boroughs to enable them to deliver high priority transport/ highways improvements as part of their Streetspace programme. Other funding sources available or being explored include:

- The Department for Transport (DfT) has announced a £250m emergency funding package to support active travel of which £25m is being allocated to London. The Council has bid for £100,000 as part of a first tranche of funding, with additional funding to be made available in Summer 2020;

- The Ministry of Housing, Communities and Local Government (MHCLG) has announced a £50m Reopening High Streets Safely Fund to help councils in England introduce a range of safety measures in a move to get people back to work and customers back to the shops. The Council has been awarded £295,907 through this fund to implement a range of practical safety measures including new signs, street markings and temporary barriers;

- Other funding opportunities that may become available in the future, will also be explored.

4.   Engagement/Governance Arrangements

Consultation and Engagement:

4.1   The processes and timescales for undertaking consultation and engagement on the Transport Recovery Plan and the groups to be targeted are summarised in Table 4.1, below. We are keen

to ensure that the views of Brent's residents, businesses, community groups, disability groups and other organisations, as well as a range of other stakeholders, are taken into account in the development, implementation and monitoring of the Plan. This is vital for ensuring that decisions and delivery more closely reflect the needs of local people and that, ultimately, nobody is left behind.

Table 4.1: Engagement Processes, Timescales and Target Groups

Process/ Group	Method of Engagement									
	Online consultation	Site surveys – staff & local groups invited to undertake	Resident and Tenant Associations – area feedback	Business consultation	School engagement	Voluntary and Community Sector (VCS) including disability groups engagement (enhance reach)	Mutual Aid groups (reach and local focus)	Friends of Parks engagement	Cycle groups engagement	Councillor engagement
All residents	Y	Y	N	Y	Y	N	N	N	N	Y
Targeted groups	N	N*	Y	Y*	Y*	Y	N	N	N	Y*
Timescale: S, M, L, on-going	M/L	S/L	All	S/L	M/L	All	S/M	S/on-going	AS/On-going	All
Costs/ Resources:	Staff time, Website information pages, publications, etc.									

*May include 'hot spots' and achieving a mix of residential, commercial, industrial, and green space

4.2   With the situation around the pandemic evolving constantly and the need for the Council to move quickly to secure funding and implement certain measures, arrangements and timeframes for engagement and consultation will vary. For expediency, it is proposed to streamline the process and implement schemes under an experimental traffic order and consider feedback within 6 months in determining whether to make schemes permanent with or without amendment, or remove schemes.

4.3   It is proposed that officers engage with Lead Members, ward councillors and stakeholder groups such as resident and business associations, for any comments. Changes would then be considered and letters would then be sent to all affected properties providing outline details of the schemes, and requesting that comments are made within 6 months via Brent's consultation portal.

4.4   Following the 6 month consultation period, a decision report will be prepared and a decision made on whether to make the scheme permanent - made by the Head of Highways and

Infrastructure in consultation with the Lead Member for Regeneration Property and Planning under delegated approval, or refer the decision to Cabinet if necessary.

Statutory Requirements and Other Processes:

4.5   There are a number of statutory duties and processes which the Council is required to consider in developing and implementing the Transport Recovery Plan, including the need to undertake an Equality Impact Assessment (EIA). Table 4.2, below summarises the requirements under these duties and how they have informed the development of the Plan.

Table 4.2: Summary of Key Statutory Duties/Processes

Statutory Duty/ Process	Rationale	Approach
Equality Impact Assessment (EQIA)	To demonstrate that the Plan does not have a negative impact on a particular group, or that any adverse impacts identified have been appropriately mitigated.	In line with EIA guidelines, an 'Initial Screening' exercise has been carried out, in the form of a desktop assessment of the Plan objectives and delivery plan measures and the results fed into the development of the final plan. The results of the Initial Screening exercise are included in an annex to this Plan.
Experimental Traffic Management Orders	To enable measures to be trialled as part of the consultation period ahead of making the measure permanent. The trial/ consultation period is the following 6 months. A decision can then be made to extend for a max of 12 months or make permanent. Although the initial implementation period can be quick, the need for extra monitoring and consultation afterwards needs to be planned for.	Use experimental TMOs for measures which it would help to trials part of the consultation process before making permanent (e.g. School Streets/modal filters).
Temporary Traffic Management Orders	To enable temporary road closures. Temporary TMOs can be in place for up to 18 months. There is a 7-day notice period prior to making the TRO and a 14-day notification requirement after it is made, plus publicity requirements.	Use temporary TMOs where a scheme is not intended to remain a permanent feature In the longer term
Permanent Traffic Management Orders	To ensure consultation is completed prior to the implementation of the scheme for measures which will be permanent. This process includes prior consultation on the proposed	To use a permanent TMO for large-scale schemes if an Experimental Traffic Order is not deemed appropriate

Statutory Duty/ Process	Rationale	Approach
	scheme design, a 21-day notice period for Statutory consultees and others who can log objections.	
The duty to consult	To ensure residents are engaged in the changes (and to support behaviour change). As a Best Value council, we have a duty with regard to large scale investment in areas which affect residents.	Online consultation, surveys, land use analysis/site surveys including targeted groups to extend reach and achieve representation.

Annex A: Equality Impact Assessment (EIA)

1.1   The Council has a duty under the Equalities Act 2010 to carry out an Equality Impact Assessment (EIA) of the Transport Recovery Plan. This is to determine whether the policies and proposals contained within the LIP are likely to have significant positive, negative or adverse impacts on the different groups in our community.

1.2   The EIA is an integral part of the Transport Recovery Plan. As a first stage, an 'Initial Screening' exercise was carried out, in the form of a desktop assessment of the LIP objectives and delivery plan measures, designed to look at positive impacts – where the impact will benefit different groups, or improve equal opportunities/or relationships between groups; and negative/adverse impacts – where the impact could disadvantage different groups. As best practice, the EIA of the Plan looks at the potential impacts on the following protected characteristics – age, disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion, sex and sexual orientation.

1.3   The results of the Initial Screening exercise are shown in Table 1. The assessment indicates that the overall impact of the LIP on different groups is likely to be positive. There are no negative impacts shown, and the remainder are judged either positive or neutral. To a large extent this is to be expected because:

To a large extent this is to be expected because:

- The Transport Recovery Plan is driven by the Council's Borough Plan, Inclusive Growth Strategy and Long Term Transport Strategy in which a shared key ambition is to deliver inclusive, sustainable growth in the borough;

- The Plan is focused on securing improvements to transport in the borough for all. In particular, measures aimed at improving connectivity to places and creating better streets and places are likely to benefit all target groups;

- Improving safety is a key aim of the Plan - often of particular significance for the welfare of more vulnerable groups, such as the young, elderly and women;

- Whilst measures to promote healthy, sustainable travel will benefit everyone, they are likely to have a more differential impact for certain target groups (e.g. the young and the elderly).

- Alterations to pavements may potentially have a negative impact for some people with disabilities and the design of measures will consider this and ensure accessibility and safety.

- Designs will take into account needs for all users and will be checked against the checklist for measures provided the Royal national Institute for the Blind (RNIB)

1.4   As a next stage, the Plan will be assessed by a range of stakeholders and interest groups as part of the wider consultation exercise on the Plan. The result of this assessment will help determine whether a 'Full Impact Assessment' is required.

Table 1: Transport Recovery Plan EIA – Initial Screening

Recovery Plan Objective/Measure	Protected Characteristic									Comment
	Age	Disability	Gender re-assignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion	Sex	Sexual orientation	
Plan Objectives/Priorities										
1. Transform our streets to create healthy, more inclusive places: • Reduce traffic levels post-lockdown • Reduce CO2 emissions and improve air quality • Create streets that are accessible and inclusive to all • Enhance and 'green' the wider public realm	+	+	+	+	+	+	+	+	+	• Health benefits from improved air quality important to all, especially young and elderly • Creation of safe, attractive street scene important to all, especially elderly and disabled • Reduced congestion and journey time savings will benefit all groups
2. Facilitate active travel to improve people's health and wellbeing: • Significantly increase levels of cycling and walking; • Tackle obesity/improve the health of Brent's residents • Improve pedestrian/cycle connectivity to our town centres, transport hubs, schools, parks and other key destinations	+	+	+	+	+	+	+	+	+	• Key Plan priority – relevant to all target groups

Recovery Plan Objective/Measure	Protected Characteristic									Comment
	Age	Disability	Gender re-assignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion	Sex	Sexual orientation	
• Increase provision of safe, secure facilities for pedestrians and cyclists • To ensure measures are positive for all including disabled residents, designs to take into account accessibility needs of all users										
3. Improve safety on the borough road network: • Adopt 'Vision Zero' approach • Reduce the number of pedestrian/ cyclist casualties • Reduce incidences of speeding traffic	+	+	+	/	/	+	/	+	+	• Accidents have differential impacts on groups, particularly young and minority ethnic groups • Creation of safe, secure transport network of particular importance to women and children
Plan Measures/Interventions										
Traffic management/reduction measures: • Vehicle restrictions • Traffic calming/speed reduction measures • Bus priority measures • Effective enforcement • Freight consolidation • 'Cleaner' fleets/vehicles	+	+	/	/	+	/	/	/	/	• Measures likely to benefit young and elderly most through improved safety and reduced pollution levels • Improved journey times as a result of reduced congestion will benefit all

Recovery Plan Objective/Measure	Protected Characteristic									Comment
	Age	Disability	Gender re-assignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion	Sex	Sexual orientation	
Highways/public realm enhancements: • Station access/town centre improvements • Corridor/junction improvement schemes • 'Green' infrastructure	+	+	/	/	+	/	/	+	/	• All groups will benefit from wider footways/enhanced public realm, but of particular benefit to elderly and disabled • Women and children likely to benefit from improved safety/ security
Cycling and walking schemes: • New or enhanced cycle/walking routes and facilities • Cycle training programmes	+	+	/	/	+	/	/	/	/	• All groups will benefit from improved health through increased cycling/ walking • Elderly/disabled most likely to benefit from footway improvements
'Behaviour Change' initiatives: • Cycle training • 'Active'/'green' travel programmes • Travel plans • Road safety education/training programmes • Publicity campaigns	+	+	/	/	+	+	+	+	+	• Accidents have differential impacts on groups, with young and minority ethnic groups likely to benefit most from road safety programmes • Active travel programmes aimed at all groups, however, children and young people likely to benefit most through school travel plan programmes

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KEY: +: Positive Impact -: Negative Impact /: Neutral Impact										