

Subject:

FOI Attachment 13

On 4 May 2020, at 15:59, Brent Cycling Campaign wrote:

Dear

I hope this email will find you well.

I thought I'd share this link with you from Labour Walks & Cycles. This Covid-19 - Transport action plans webinar is aimed at Councillors, council leaders and transport planners, wanting to understand how they can move quickly and what other councils across the UK are doing with regards to preparing for post lockdown.

It's on Thursday at 17:00 and is specifically aimed at:

https://uso2web.zoom.us/webinar/register/WN_Q3tFCEWVT7GsFKWp6X6JoA

Here's our open letter to the Council's Chief Executive and relevant Strategic Directors calling for necessary measures to address the implications of physical distancing post lockdown:

<https://www.brentcyclists.org.uk/2020/05/02/a-shared-future-post-covid-19-local-transport/>

As always, we are available to discuss these issues further. We are active travel experts and in ongoing communication with our peers in other boroughs as well as with transport and highways professionals who have worked on existing interventions.

Thank you

Kind regards

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We want Brent to be a healthier, cleaner and happier place to live, where cycling is a choice available to anyone.

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From: Brent Cycling Campaign

Sent: 27 April 2020 11:01

To: LBB

Subject: Re: Emergency walking and cycling infrastructure

Hello,

I do appreciate you are all be very busy and currently working in emergency mode.

But, can we please have some reassurance that the Council is working on temporary local transport measures post lockdown? Measures that would ensure safe distancing while out on the roads and that would reduce road danger and pollution from the expected rise in people driving?

Sustrans, Living Streets, LCC, Cycling UK are all calling for the same and other boroughs have started releasing some information as to what their plan is. TfL has also indicated they were working on something.

Thank you
Kind regards

On 15/04/2020 13:48, Brent Cycling Campaign wrote:

Dear all,

I hope you are all keeping safe and well.

I would like to enquire please what Brent Council is considering implementing with regards to emergency walking and cycling infrastructure to ensure people are able to keep to the recommended physical distancing when out. The current situation has thrown everyone and everything in a permanent state of re-assessment and monitoring but some trends are starting to emerge from countries hit by the virus earlier than us. I am now seeking reassurance that Brent is preparing for that.

Physical distancing means that people need more space but this is impossible due to the current limited space available, which as we know often favours motor traffic over everyone else. Given that all of us had to adapt to a more local travel pattern, car use and public transport have dropped dramatically therefore opening up space for other road users, albeit currently not safe. In China, there has been reports that post confinement, people are rushing back to driving as people feel safer in their car. This poses significant problems and in my view is another reason, something the council must address now, to reduce further road casualties, offer people a choice and an opportunity to adapt to what's coming and stay with us for a while.

Some people are lobbying the DfT to change the Covid Act to include 'a civil emergency' which would ease highways departments' job but this will take time especially since Parliament isn't currently seating. Someone also mentioned some DfT approved signs that were used in the past (Foot and Mouth) to close off road due to infectious diseases. Couldn't find much about this. Cycling instructors have also recently unionised themselves and are pushing for a classification as key workers, which should help people wanting to return to cycling as a safe way to travel to work and keep social distancing.

- **air quality:** An increase of only 1 µg/m³ in PM_{2.5} [particulate air pollution] is associated with a 15% increase in the COVID-19 death rate. The results are statistically significant.
- **road danger:** Speeding has shockingly increased, almost proportionally to the drop of car use. We take the view that enforcement to existing limits is key here and has to rest with the police as often those speeding also commit other offences which the Council cannot deal with legally. Even if nothing is clear yet at national level, other countries' examples show us that distancing

will stay with us for a long time after lockdown is eased up. So we risk finding ourselves in a situation whereby people are expected to go back to work, to space out but are unable to because of a lack of space and at risk because more people drive everywhere locally, more than before.

- **transport and health inequality:** we know that the poorest people will be again the most affected by this as they are less likely to afford owning a car.

As you can imagine, active travel campaigners, engineers and transport professionals have been exchanging notes and the consensus over measures that would benefit everyone and be sustainable in the medium to longer term is as follows:

Further information on each points are available from the document attached.

- **Create temporary walking space on roads**—it may be possible to achieve this on multi-lane roads without a TRO by coning off all (or part of) the inside lane, or on single lane roads by narrowing the carriageway. However, this will still need sign-off by a senior councillor or officer. The reduced level of traffic means that this will have little or no impact on those people making essential trips by car, including emergency services.
- **Create temporary cycling space on roads** - mandatory cycle lanes can be installed without a TRO and it is also possible to use 'light segregation' to reinforce these (wands, 'armadillos' or even cones). Please remember non regular cycle users and families cycling for whom, this maybe a first ever, they will need more width than a single person on a two wheel.
- **Removing all lanes for motor traffic** - in one or both directions will need an Experimental TRO and changes may be required at junctions. The reduction of lanes will have an impact on higher speeds hence reducing the risk of casualties.
- **Market Street** - Footways could be temporarily extended outside shops using existing legislation allowing people walking to pass to keep 2m from those queueing to enter. This could be done by traders using movable equipment (e.g. cones) to close off parking places. This could be removed when shops are closed.
- **Remove through motor traffic from residential streets** - this is especially important for enabling children to safely play outside. Playgrounds have been closed (likely to remain as such for a long time) and there is nowhere else to go.
- **Suspend pedestrian and cyclist push-buttons at signalled crossings** - to avoid cross contamination. Careful consideration should of course be given to implications to visually impaired users.
- **Suspend parking on pavement** - to enable people to space out safely without the need to walk on the road.

You may have seen pictures and videos from Kilburn High Road on Tuesday 14 April which clearly illustrate that there isn't currently enough space on the pavement. People had to queue all the way from the Post Office to Kilburn Square and there was no space left for people to pass those waiting in line. More than ever before, people are really feeling the need to add some physical activity to their daily routine, acknowledging how important it is to keep good mental health levels. Families are out cycling together, finally going out, proving beyond any doubt that the main barrier was indeed fear of motor traffic. You don't want to be the borough where an entire family is wiped out due to a speeder who

thought s/he could just go for an extreme spin in that nice empty road due to boredom.

Hackney and Brighton are looking into this, Bristol has a location where residents simply put out cones, same in Richmond with support from food businesses. France, Belgium, USA, Colombia, Canada and many more have either implemented measures or actively planning to do so. TfL announced yesterday they will support boroughs in their effort to create safe space. We are going to ask our members to feed back to us locations where any of the above can be beneficial to ensure their safety as they respect official guidelines.

Worth remembering that once we are out of this crisis, there is still the climate crisis looming over us with a much bigger curve to overcome.

Please do let us know how we can support you. has started to host weekly Zoom calls (on Tuesday 5pm) where all these things are discussed, and other ideas exchanged between campaigners, council officers, engineers, TfL staff, Sustrans, etc.... You are most welcome to take part, let me know if you wish to attend. and I'll forward you the link for the next one.

Thank you

Kind Regards

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