

Brent Active Travel Implementation Plan 2024 – 2029



Annual Monitoring Report – 2025



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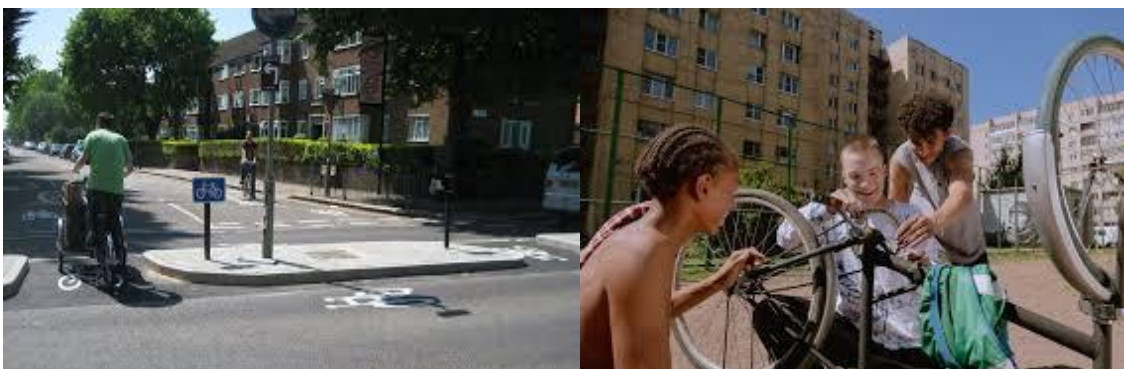
1. Introduction and overview

- 1.1 The [Brent Active Travel Implementation Plan 2024 - 2029](#) outlines the measures and interventions that the Council and its partners are committed to delivering with the aim of improving conditions for active travel in the borough and to enable more people to walk, wheel or cycle. The plan was published in 2024.
- 1.2 This annual monitoring report outlines the progress made during 2025 (the 1st full year of the plan) in delivering against the priorities and targets contained in the plan.

Plan vision and priorities

To create an environment and culture in which walking, wheeling and cycling are safe, convenient, healthy and attractive options for everyone in Brent

1. Make our streets safer and more inclusive for walking, wheeling and cycling <i>Reduce motor vehicle dominance and put the needs of pedestrians and cyclists first</i>	2. Improve the quality and visibility of our pedestrian and cycle infrastructure <i>Implement walking, wheeling and cycling infrastructure that is fit for purpose and accessible to all</i>	3. Equip our communities with the confidence and means to walk, wheel and cycle <i>Provide our residents with access to appropriate support, training and equipment</i>
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2. Delivery programme progress and key achievements

2.1 The tables below provide a snapshot of the progress made in 2025 in implementing the Active Travel Delivery Programme and delivering the overarching plan priorities.

Delivery Programme Measures/Interventions	Key Actions
Core Priority: 1. Make our streets safer and more inclusive for walking, wheeling and cycling	
<i>Create streets and places that prioritise people walking, wheeling and cycling</i>	KEY ACTION: 1 Review and prioritise the implementation of schemes identified in the 2020 Active Travel Consultation
<p>Good progress has been made to date with the identification and implementation of several infrastructure projects which are making it easier and safer for people to walk, wheel and cycle in the borough. This includes several schemes identified in our 2020 Active Travel Consultation and which subsequently informed the development of our Active Travel Delivery Programme as well as other Council transport, urban realm and environmental improvement programmes. Among the schemes currently being progressed include:</p> <ul style="list-style-type: none"> • ‘Green Corridors’ in Church End & Roundwood and Kingsbury. As part of the Council’s Green Neighbourhoods initiative, work is progressing to transform these areas into models of sustainable living – with improved walking and cycling access, cleaner air, and safer, more secure streets and places. Works along Church Path in Church End have recently been completed and includes the establishment of rain gardens, path improvements, lighting upgrades and CCTV installation. Similar works are planned for parts of the Kingsbury Green Neighbourhood, with proposals for new murals, cycle and scooter parking, green verge planting and wayfinding nearing completion; 	



- **A5 Corridor improvements.** A joint feasibility study was commissioned in 2025 by Barnet, Brent, Camden and Harrow Councils looking at the potential for a range of walking, cycling and public realm improvements along the A5 – an important strategic corridor connecting outer and central London. The study identified several potential improvements at key locations that will undergo further design work and testing during 2026;
- **‘Big X’ Junction Improvements.** Commissioned by the Old Oak & Park Royal Development Corporation (OPDC), in partnership with TfL and Brent and Ealing Councils, this area wide study is exploring options for delivering significant walking, cycling and public realm improvements at the heart of the Park Royal Industrial Estate as part of wider plans to transform the area and create thousands of new homes and jobs. The study is set to be completed by the end of 2026 and will inform a pipeline of potential future infrastructure schemes.

Make our streets safer for pedestrians and cyclists

KEY ACTION: 2

Facilitate the roll-out of new and expanded School Streets schemes prioritising ‘high risk’ locations in terms of road safety and exposure to poor air quality

KEY ACTION: 3

Produce a business case for the introduction of more 20mph speed zones for possible implementation during the lifetime of this plan

KEY ACTION: 4

Develop a pipeline of road crossing and junction improvement schemes for delivery under our Safer Streets and Places programme

A key priority for the Council is making our streets safer and ensuring that people feel safe when walking, wheeling and cycling. We are continuing our efforts to reduce road danger in Brent through:

- The roll-out of a further four **‘School Streets’** trial schemes and the expansion of existing schemes at another five schools (see below). This takes the total number of School Streets schemes in operation across the borough to 31.

New Schemes	Expansion of Existing Schemes
Manor School (SEND)	John Keble/St Claudines/Maple Walk
Oliver Goldsmith Primary	Claremont/Uxendon
Preston Manor Schools	Kingsbury Green/St Robert Southwell
St Mary Magdalens	Northview
	Mount Stewart



- Implementing **safety improvements to several key junctions and corridors**, including at:
 - **Hay Lane** – which saw the installation of traffic calming measures (including the introduction of a 20mph zone), the provision of a new pedestrian refuge island, and additional street greening;
 - **Kenton Road/Woodcock Hill** – involving the installation of controlled pedestrian crossing facilities on all arms of this busy junction;
 - **Chapter Road** – including measures to reduce vehicle speeds/improve road safety and improve pedestrian and cycle access in the Dollis Hill area following a recent fatal collision.

<i>Enhance the accessibility and inclusiveness of our streets</i>	<p>KEY ACTION: 5</p> <p>Introduce more formal parking arrangements for dockless bikes operating in the borough, prioritising key trip generators and those areas with high levels of pedestrian activity</p>
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As part of our ongoing efforts to make walking, wheeling and cycling accessible, safe and attractive for more people, we delivered the following improvements in 2025:

- Strengthened arrangements around where and how dockless hire bikes are parked in the borough – to make them more visible for users whilst addressing issues around inconsiderate and unsafe cycle parking. Using funding from TfL and Lime, we have **installed 175 dedicated bike parking bays** – providing parking spaces for around 1,500 bikes;



<ul style="list-style-type: none"> Continuing the removal of sources of pavement clutter and footway obstructions such as redundant signage, telephone kiosks, utility boxes, advertisement boards and unlicensed retail stands. 	
<i>Optimise the management of our streets and neighbourhoods</i>	KEY ACTION: 6 Identify and prioritise for delivery a programme of traffic signal improvements to enhance journey times for pedestrians and cyclists, with a focus on key trip generators across the borough
<p>We have been working closely with TfL to identify locations in the borough where alterations to signal timings can be made to improve journey times for pedestrians and cyclists. Among the schemes being progressed include:</p> <ul style="list-style-type: none"> Changes to signal timings at the Harvest Rd/Salusbury Road/Brondesbury Road junction in Queens Park to improve safety/accessibility for pedestrians and cyclists and to improve bus journey times in the area; Introduction of a pedestrian phase at the Cavendish Rd/ Willesden Lane/The Avenue signal junction in Brondesbury Park. Subject to modelling work, the scheme is expected to be implemented later this year. 	

Delivery Programme Measures/Interventions	Key Actions
Core Priority: 2. Improve the quality and visibility of our pedestrian and cycle infrastructure	
<i>Improve our existing pedestrian and cycle infrastructure</i>	KEY ACTION: 7 Identify and prioritise improvements to the existing active travel network for delivery through future transport programmes and development proposals
<p>Work is progressing on the development of a Brent Active Travel Network Plan - an inventory of existing walking, wheeling and cycling routes and supporting infrastructure, and plan for future network additions and infrastructure improvements in the borough. The Plan is due to be completed by Autumn 2026 and will inform a pipeline of works to be delivered through future transport programmes or as part of new development proposals.</p> <p>Among active travel network improvements currently under development include upgrades to the existing Quietway 3 in Cricklewood to enable the route to be signed as a Cycleway. Improvements include the provision of four parallel crossings over busy side roads and new wayfinding. A feasibility study to provide a new Cycleway link from Quietway 3 on Chatsworth Road to a new cycle crossing over the A5 Kilburn High Road at Burton Road is also under development.</p>	

Grow the Brent active travel network

KEY ACTION: 8

Identify and prioritise for delivery new walking, wheeling and cycling routes as part of proposals to expand the active travel network in Brent

As part of our ongoing efforts to extend the Active Travel Network in Brent, the following milestones have been reached:

- The delivery of **Phase 1 of Cycleway 72** – comprising a series of walking, cycling and public realm improvements between Wembley and Harlesden - moved a step closer following the announcement by TfL that they have now commenced detailed design work on the scheme. Subject to the outcome of consultation and relevant approvals, this important new strategic link is expected to open in 2028;



- The progression of design work on five **cycle links** into the proposed Cycleway 72, including links from St John's Road, Monks Park, Stonebridge Station, Sunny Crescent and Harlesden. Subject to the outcome of consultation and relevant approvals, implementation of these links could start in 2027.

Priorities for other new walking, wheeling and cycling routes in the borough will be informed by the Brent Active Travel Network Plan currently under development.

Address severance issues

KEY ACTION: 9

Identify and prioritise for delivery new/enhanced walking, wheeling and cycling connections across key sources of severance in the borough

A key priority remains the need to improve pedestrian and cycle access over physical barriers such as major roads, railways and waterways as a means of **reducing severance and connecting our communities**. The following progress has been made in addressing these issues:

- The progression of detailed design work on a **new pedestrian and cycle bridge across the Grand Union Canal in Alperton**. Subject to relevant approvals, construction is anticipated to begin in 2027. Once completed, the new bridge will significantly improve connectivity for pedestrians and cyclists in the area;



- The progression of highways modelling to test the deliverability of plans to **reconfigure parts of the local road network around Neasden Town Centre** to improve pedestrian and cyclist safety and connectivity, rationalise bus and servicing routes, and significantly enhance the public realm in an area that is a major source of congestion and poor air quality. Subject to the outcome of more detailed design work and further consultation, work on improvements could start in 2028.

Provide more secure cycle parking

KEY ACTION: 10

Expand the provision of different types of secure cycle parking facilities across the borough, prioritising areas of high demand/cycling potential

A lack of high quality, secure cycle parking is often cited by people as a major deterrent to cycling. To address this, the Council has been working to implement more **on-street cycle parking** across the borough. One hundred new **cycle hangars** were installed in 2025 providing secure cycle parking spaces for around 600 cycles. The cycle hangars are proving very popular with residents and demand for spaces continues to increase with over 1,200 people on the waiting list. Six **green roof cycle shelters** have been installed near stations to encourage cycling for local trips and interchange with public transport for longer journeys.



Improve signage and wayfinding

KEY ACTION: 11

Develop a borough-wide wayfinding strategy setting out a clear and consistent approach to signage and wayfinding for pedestrians and cyclists

Work to develop a **wayfinding strategy** will commence following completion of the Brent Active Travel Network Plan. In the meantime, new/improved signage continues to be rolled out as part of the implementation of walking and cycling schemes. A wayfinding plan is being developed as part of the Kingsbury Green Corridors project to help residents navigate between transport links and other destinations.

<i>Integrate walking, wheeling cycling and public transport</i>	<p>KEY ACTION: 12</p> <p>Undertake Healthy Streets Audits at stations and other key transport interchanges in the borough to identify opportunities for active travel improvements</p>
<p>We are working closely with a range of stakeholders including TfL, Network Rail, train and bus operating companies and the police on the development of a programme of improvements for pedestrians and cyclists around stations and bus stops in the borough. Initiatives undertaken in 2025 include:</p> <ul style="list-style-type: none"> • Providing dedicated parking for dockless bikes at Underground stations; • Purchasing bike marking kits for the police at Wembley Park station to support their cycle theft prevention programme. 	

Delivery Programme Measures/Interventions	Key Actions
<p>Core Priority: 3. Equip our communities with the confidence and means to walk, wheel and cycle</p>	
<i>Ensure everyone in Brent has the chance to walk, wheel or cycle</i>	<p>KEY ACTION: 13</p> <p>Establish an active travel community engagement programme with a view to increasing the number of people walking, wheeling and cycling from under-represented groups</p>
<p>As part of our ongoing efforts to raise the profile of and remove the socio-economic barriers to active travel in the borough, we have established a diverse programme of support, advice, training and community events. Notable initiatives in 2025 include:</p> <ul style="list-style-type: none"> • Revive and Ride – 5 faith groups were provided with 10 cycles to support their communities to get cycling; • Cycling Influencers – 8 residents were recruited and provided with a cycle and support into cycling with a commitment that they encourage others to cycle; • Doctor Bikes provided at various locations across the borough on a regular basis; • Together towards zero fund – used to support the expansion of Northwest Pedal express with the establishment of a new route from Roundwood Park to Salusbury Primary School, and to provide discounted offers for Try Before you Bike for residents living within Brent Green neighbourhoods. 	

- **Cycle Social Prescribing** – focused on residents who face either social isolation, chronic health conditions or mental health issues, a pilot scheme was launched in 2025 which aims to refer up to 20 people for cycle training sessions and the offer of a free second hand or a subsidised new cycle. After one year, participants receive a free cycle service in return for completing impact surveys.



Encourage more walking, wheeling and cycling to school

KEY ACTION: 14

Work with school communities across Brent to trial new and innovative behaviour change initiatives to be delivered as part of an expanded School Travel programme

A number of behaviour change initiatives have been established as part of a **School Travel programme** aimed at increasing the number of journeys to school made by active modes. Among initiatives undertaken in 2025 include:

- **Bikeability Get Cycling in Schools** – issuing 19 schools with 114 balance bikes and helmets and providing 29 staff with training to deliver balance bike sessions;

- **Breathe Clean Brent** – all borough schools were issued with individual walking/cycling route maps and were given an accompanying presentation on healthy, active travel. This inspired the creation of a ‘Bike Bus’ at St. Roberts Southwell school and regularly involves 20-30 adults and children getting together and cycling to school once a week.
- **Big walk and Wheel** - Seven Brent schools took part in the national walk, wheel and cycle to school competition. Making a total of 13,572 active journeys to school over the two weeks of the competition.



Promote active travel for work

KEY ACTION: 15

Develop area-wide travel plans for key centres of employment in Brent as a means of encouraging more people to walk, wheel and cycle to work

We continue to work with businesses and other organisations in the borough to provide advice on sustainable travel choices. As part of our ongoing **Bikes for Business** programme we have helped 18 business make the switch to cargo bike deliveries.

Provide training and encouragement for children, adults and families

KEY ACTION: 16

Expand active travel training to all secondary schools and other education establishments in Brent.

Cycle training continues to form a core part of our Active Travel Delivery Programme and is offered free to schools, adults and families, enabling residents of all ages and abilities to gain the confidence and skills to ride. In 2025 109 school cycle training and 90 adult cycle training sessions were held, with around 1,500 people taking part. Through the **TfL Pioneers Programme** we have also been working closely with secondary schools in the borough to promote active travel.



Inspire our residents and celebrate walking, wheeling and cycling

KEY ACTION: 17

Establish a borough-wide communications campaign highlighting the benefits of and opportunities for taking up walking, wheeling and cycling

With a focus on the benefits of active travel, walking, wheeling and cycling continues to be promoted to our communities via a range of **campaigns and events**, including via the [Breathe Clean Brent](#) project. During 2025 a series of accompanying Active Travel pop-up events were held in several of our Air Quality Focus Areas and at borough Clean Air and Car Free Day events.



Improve access to bikes for residents and businesses

KEY ACTION: 18

Work with TfL to secure the extension of the Santander Cycles scheme to Brent

Our focus during 2025 has been working with dockless cycle hire companies to strengthen arrangements around how and where they operate their dockless e-bikes in the borough, with a particular focus on addressing some of the concerns around inconsiderate and unsafe cycle parking which have been raised by residents. New agreements with operators are planned ahead of the introduction by TfL of a proposed London-wide micromobility contract for dockless e-bikes and e-scooters which is set to launch in 2028.

Initial discussions have been held with TfL around extending the **Santander Cycles scheme** to Brent, with the potential that it could be expanded incrementally into the borough. Further work to make the case for this is planned during 2026.

3. Progress against plan targets/indicators

3.1 The [Brent Long Term Transport Strategy 2015 – 2025](#) (LTTS) identifies the range of targets and indicators to be used to measure progress in achieving our overarching transport aims and objectives. The targets and indicators most relevant to active travel are listed below and form the basis of monitoring progress of the Active Travel Implementation Plan. Data is provided by Transport for London (TfL).

Performance Indicator/Target*	Metric	Baseline	Target	Current
Reduce overall traffic levels by 25%	Vehicle kilometres in Brent in given year.	1,024 million (Revised)	768 million (Revised)	967 million
Reduce car ownership by 25%	Total cars owned and car ownership per household, borough residents.	105,656 (Revised)	79,242 (Revised)	106,797
Increase walking, cycling and public transport mode share	By borough resident – based on average daily trips	69%	80%	71%
Achieve net zero CO2 emissions by 2030	CO2 emissions (tonnes) from road transport within Brent.	219,709 (Revised)	0 (2030)	217,487
Reduce NOx emissions by 95%	NOx emissions (tonnes) from road transport within Brent.	531 (Revised)	27 (Revised)	398
Reduce particulate emissions by 50%	PM10 and PM2.5 emissions (tonnes) from road transport within Brent.	PM10: 75 PM2.5: 38 (All revised)	PM10: 37 PM2.5: 19 (All revised)	PM10: 67 PM2.5: 32
Increase the proportion of residents participating in active travel	Proportion of borough residents doing at least 20 minutes of active travel a day	41% (Revised)	70%	37%
Eliminate all deaths and serious injuries from road collisions	Deaths and serious injuries (KSIs) from road collisions in Brent	119	0	118
Reduce the total number of pedestrian, cyclist and PTW casualties by 80%	All vulnerable road user casualties from road collisions in Brent	523	105	576
98% of non-emergency repairs to be made within 28 days	% of Category 2 defects repaired on time (non-emergency repairs)	98%	98%	98%
Increase the proportion of residents who have access to a safe and pleasant cycle network	Proportion of borough residents living within 400m of the London-wide strategic cycle network	6%	80%	14%

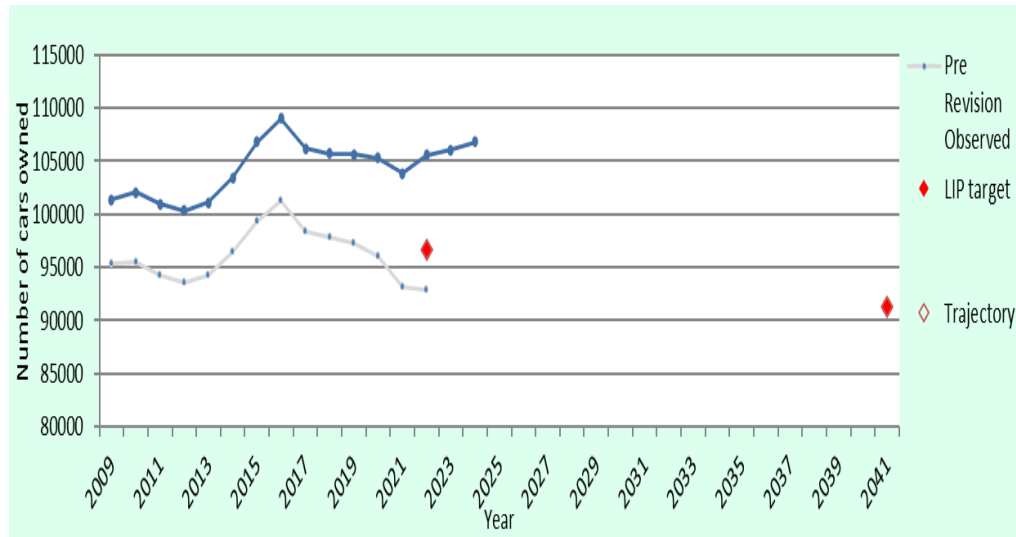
* Target date 2041, unless stated

NB: Some targets have changed since the publication of the LTTS reflecting availability of new data or changes to the way existing data is collected, with corresponding impacts on overall progress.

3.2 Some good progress has been made towards achieving some of the plan targets, however, performance has worsened in other areas. For example:

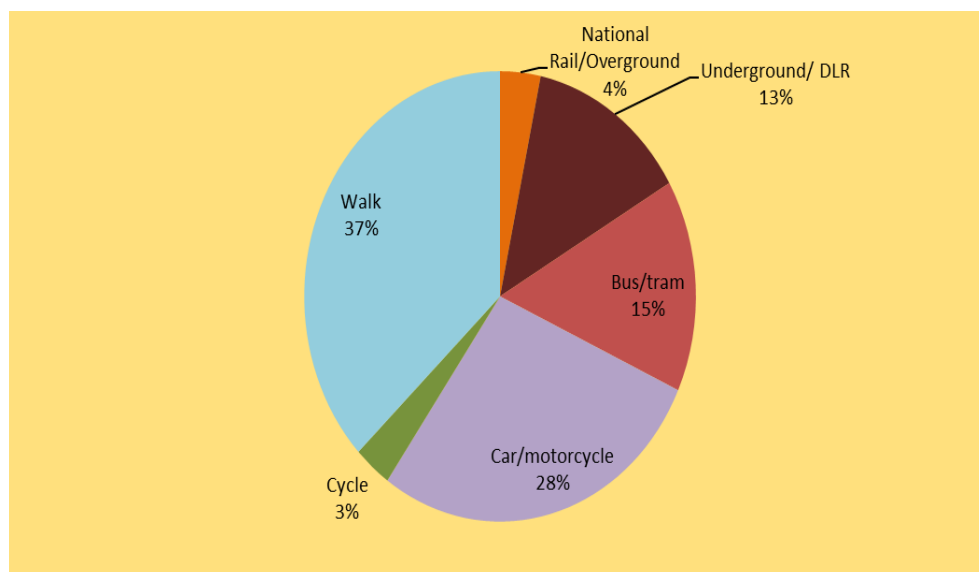
- Whilst overall traffic levels in the borough have fallen (down 5.5% from the baseline), car ownership levels have increased slightly – up 1% over the corresponding period. This reflects the pattern across large parts of the Capital – particularly in outer London areas.

Number of cars owned



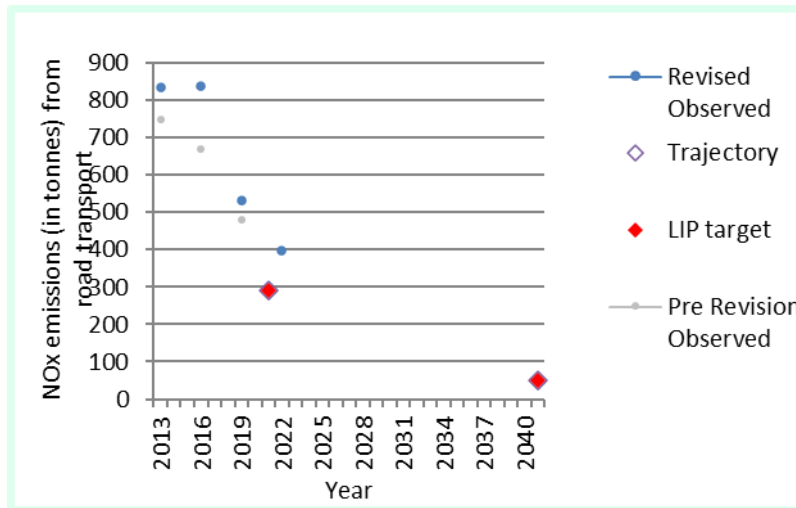
- The proportion of journeys made by sustainable modes of travel (walking, cycling and public transport) has increased – rising to 71% from 69% - making Brent the highest ranked of all outer London boroughs for overall sustainable mode share. However, the proportion of residents participating in daily active travel has decreased slightly – down to 37% from 41%. Over the same period, the proportion of residents who have access to a safe and pleasant cycle network has increased from 6% to 14%, although we are still a long way off from achieving the target of 80% by 2041 – highlighting the need for further investment in new cycling infrastructure.

Borough residents' trips % mode share (main mode) based on average daily trips 2022/23-2024/25



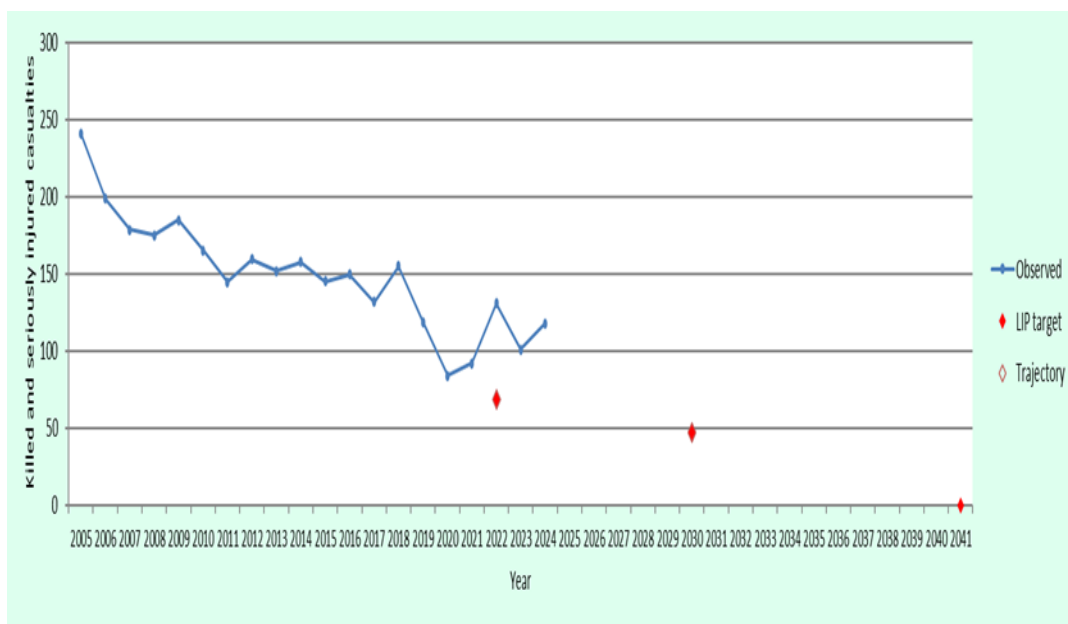
- One area where we have seen some improvements is air quality. CO2 emissions have decreased slightly (down 1% from the baseline), however real progress has been made in reducing NOx and particulate emissions (PM10) – down 25% and 11% respectively. These improvements are mirrored across London, likely corresponding with the introduction of the city-wide Ultra Low Emission Zone (ULEZ).

NOx emissions (in tonnes) from road transport



- Road safety remains an area of concern. Whilst there has been a light decrease in the number of people killed or seriously injured on Brent’s roads, much more needs to be done if we are to eliminate all deaths and serious injuries from road collisions. Most concerning has been the corresponding increase in the number of pedestrian, cyclist and powered two-wheeler (PTW) casualties over the corresponding period – up 9% from the baseline. Around half of all casualties were pedestrians and cyclists. Further work to understand the reasons for this increase – and to identify appropriate measures/interventions to address this is required.

Killed and seriously injured casualties



4. Summary and conclusions

4.1 As set out in sections 2 and 3 above, some good progress has been made during 2025 in delivering against the priorities and targets contained within the Active Travel Implementation Plan, but there is much more to do if we are fully address the barriers to walking and cycling in Brent and to make active travel a meaningful and crucial element of people's daily journeys. However, a key barrier to progress remains the limited funding available to deliver the commitments in the plan.

4.2 A summary of our main achievements to date is provided below and includes:

- The completion of several junction and corridor schemes – helping improve access and safety for pedestrians and cyclists, and the roll-out of 9 new and expanded School Streets – making the journey to school safer for pupils;
- Further development of major walking and cycling infrastructure projects for such as Cycleway 72 and Neasden Eastern Gyratory, to be implemented over the life of the plan;
- The expansion of on-street cycle parking facilities, including the delivery of 175 parking bays for dockless bikes and 100 cycle hangars for use by residents;
- The delivery of a wide range of training, campaigns and initiatives aimed at equipping people with the tools and skills to, and increasing levels of, walking, wheeling and cycling to work, school or for leisure;
- Reduced traffic levels and a corresponding increase in journeys by sustainable modes of travel such as walking, cycling and public transport. This has led to a significant improvement in overall air quality in Brent.

4.3 Despite this, there is room for improvement and further action is required in several areas, including:

- Delivering more walking and cycling infrastructure improvements. Following delays, an Active Travel Network Plan is now under development. This will identify a pipeline of infrastructure schemes to be delivered over the lifetime of the plan (subject to relevant approvals and the availability of funding);
- Increasing the number of residents participating in active travel. At a time when the borough is facing a worsening public health crisis, it is vital that we provide more people with the means and support to walk and cycle. This could be achieved through the delivery of additional infrastructure improvements and more targeted active travel training, campaigns and other supporting activities;
- Reducing the number of casualties on our roads – particularly pedestrians and cyclists. To ensure we meet our targets to reduce the number and severity of casualties, we will need to deliver more targeted road safety improvements and casualty reduction measures - such as junction and corridor improvement schemes, speed restrictions, and new/improved crossing facilities; as well as expanding our road safety education and training programmes.

4.4 Monitoring of the Active Travel Implementation Plan will continue over the life of the plan, with further monitoring reports published in subsequent years.