

# Information about Brent Healthy Neighbourhoods



## Dollis Hill Healthy Area Neighbourhood Engagement Report October 2021

### Introduction

This report is a summary of the feedback provided to Living Streets Engagement Officer by the residents of Dollis Hill Area Healthy Neighbourhood in Brent.

The report is intended to assist Brent Council in making decisions about whether to adopt the Healthy Neighbourhood in its original design, whether to modify the design, or to halt the scheme at this location. The next step for the continued schemes is to run a full trial, allowing council officers the opportunity to understand how traffic responds to the measures introduced and whether they have the desired effect. This report will help determine if the trials should go ahead for each scheme.

The report pulls together eight weeks of responses from the engagement programme into key themes, along with positive ideas from residents to redirect or limit traffic. It is not an expert report about traffic conditions and does not assess the merits of any particular scheme in terms of traffic management but rather the public's perception of how traffic impacts the area.

Engagement, as distinct from consultation, encourages residents to explore the issues of traffic affecting them, consider the potential benefits of the proposals, weigh up the impact on their daily lives and suggest alternatives if the design is not right. It is not only about listening, but also prompting a dialogue for residents to think about how they use their streets and reconsider their dependence on cars – this is a key objective for longer term strategies locally and nationally.

Living Streets was commissioned to undertake the engagement programme in recognition of their respected reputation, experience in working with Government, local authorities and communities on traffic and transport issues, their skills in community engagement, as well as representing good value for Council budgets.

## A national Low Traffic Neighbourhoods programme

Low Traffic Neighbourhoods have been in existence for many years as a tool to remove through traffic on side streets and ensure safer walking and cycling in residential areas. Such changes to road layouts have been going on since the 1970s.

But following the Coronavirus pandemic in 2020, there was a new urgency to create safer space for “active travel”. In May 2020, the Government helped Councils by investing £250 million into an Emergency Active Travel Fund to pay for low cost, temporary measures that would significantly “reallocate road space for walking and cycling”. To reclaim that space, low traffic neighbourhoods were introduced on a scale not seen before and by using Emergency Traffic Orders, at a speed which communities sometimes found difficult to accommodate.

As the pandemic continued through the year, both the Government and Transport for London recognised the opportunity afforded by these emergency changes to address wider transport issues. The continuing growth in motor transport brings a heavy cost – road deaths, pollution, congestion, road rage, decline in the urban environment and unequal access to public road space for cycling, walking, scooting or skating. At the same time, the convenience of motor vehicles and their image as a status symbol continue to dominate our social perceptions. Furthermore, the recent development of Sat Nav technology introduced to vehicles also allowed drivers to see any route as viable, including back streets unsuited to traffic.

These factors create the challenge faced today by Councils and wider society, forming the background to the work carried out in Brent by Living Streets.

## Funding for Low Traffic Neighbourhoods in Brent

In 2020 Brent Council applied to TfL for funding of 10 Healthy Neighbourhoods. The schemes were geographically located side by side so they could work together and provide interconnecting benefits for those residents wishing to find quieter, safer routes for walking and cycling.

The aim of the Healthy Neighbourhoods programme was to offer residents the chance to reshape their local streets and reduce the negative impacts of vehicles and traffic in residential areas: speeding, parking issues, “rat running”, limiting road danger near schools and the unwanted behaviours reported by residents through this engagement programme (for example, excessive noise, shouting, aggression and horns, reckless driving on pavements, parking illegally)

However, there are **funding limitations** for these schemes. The low traffic neighbourhood funding cannot not address every traffic problem experienced by residents. Ownership of roads and management of traffic is shared with Transport for London on bus routes and main roads. Brent cannot make swift or unilateral decisions about, for example, the phasing of traffic lights, if it should impact on a bus route.

Funding for zebra crossings and cycle or pedestrian infrastructure is also not available, even where these are located in traffic hotspots near schools as they are regarded as Safe Routes to School concerns rather than an essential measure for safe walking and cycling – and must therefore be paid for in a different way.

## Brent Healthy Neighbourhoods Programme

Brent has a challenge with regard to traffic levels and communities across the borough appear to be experiencing a change in the way drivers behave, reporting more aggression and blatant flouting the rules of the road in some places. Car ownership in Brent increased by 11,000 vehicles between 2004 – 2015 and in 2017 stood at 98,444 vehicles. Across the borough, it is now not uncommon for households to have multiple cars.

The graph below clearly shows the trend in Brent of a steep increase in motor vehicle activity.

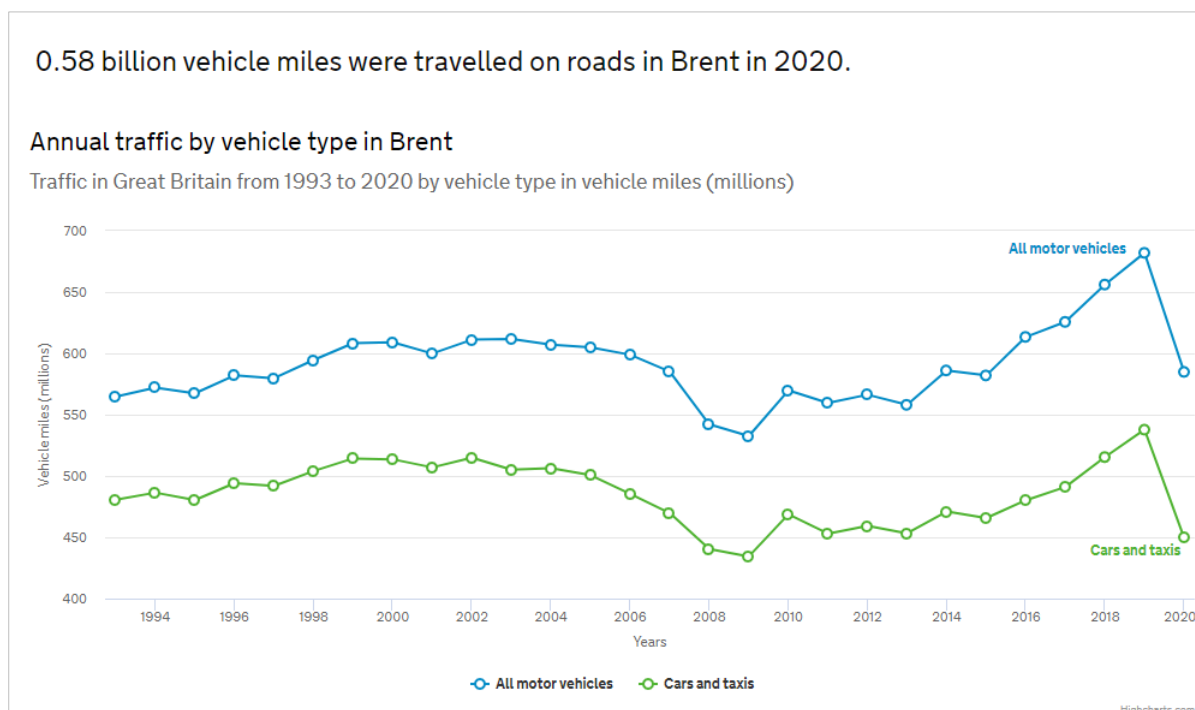


Figure 1 – Annual traffic by vehicle type in Brent (Source: Road Traffic Statistics from the Department of Transport)

In 2019, there were 3780 people seriously injured on London’s roads with 1282 of those pedestrians and a 21% increase in injuries to cyclists on 2018 figures (773).

In Brent, total casualties in 2019 alone numbered **2012 people**, including 204 pedestrians and 80 cyclists. Fatal and serious injuries in 2019 totalled **119 people**. Of the 6 reported deaths so far on Brent’s roads in 2021, 3 of them were pedestrians and 1 a cyclist. This provides the dangerous backdrop to a huge daily traffic movement, when it encounters more vulnerable road users.

Sadly, the impact of car or vehicle fatalities falls hardest on the young and old in our population. In Brent, between 2016 – 2018, **44 children** under 17 years were killed or seriously injured in Brent.

Another new trend impacting on residents in Brent is the shift from driving on main roads to residential streets, to shave time off journeys and avoid congestion on the main roads. This is going on everywhere, enabled since 2009 by sat nav technology and illustrated in the graph below.

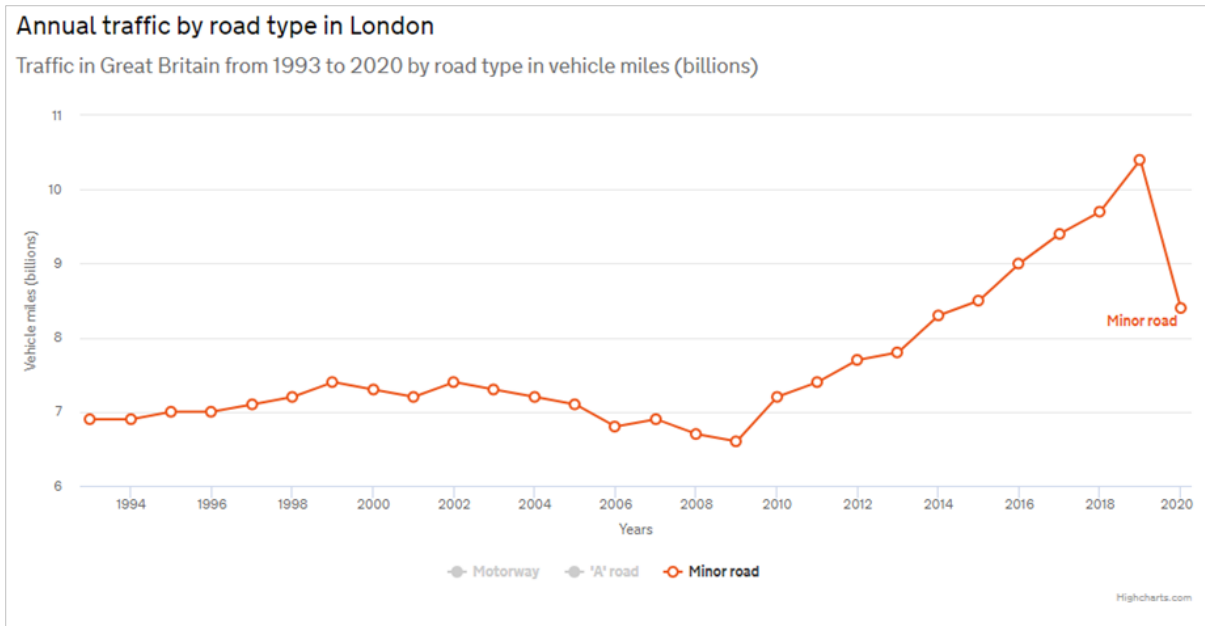


Figure 2 – Annual traffic by road type in London (Source: Road Traffic Statistics from the Department of Transport)

And Brent residents aren't taking enough exercise – leading to a high incidence of diabetes type 1 & 2, heart disease and obesity. 54% of adults in Brent are either overweight or obese and childhood obesity rates are higher than the England average (JSNA Health & Lifestyle 2019/ 20)

In response to these concerns, and mindful of the “climate emergency”, Brent has developed long term strategies to tackle levels of traffic and promote a change to transport mode choices i.e., whether residents choose to walk, cycle, drive or take public transport. These strategies include:

**Air Quality Strategy 2017 -22**

The Air Quality Action Plan identified transport as a focus for action and dis-incentivising car usage as a priority stating, “We will take steps to limit or reduce the use of vehicles where we can”. The extension of the ULEZ into Brent is widely seen as an important step to improved air quality. It may be the case for heavy goods and diesel vehicles.

Air Quality Focus Areas have been identified in Neasden, Church End, Kilburn and Wembley where pollution is worst – generally near busy main roads such as Wembley High Road or the A5.

However, the recent **Brent Breathes Report Dec 2019** (Air Quality Scrutiny Enquiry of the Resources & Public Realm Scrutiny Committee) called on Brent Council to

*Acknowledge that our air quality objectives will not be met without a modal shift in the way we go out and about in the borough, with a greater number and proportion of future journeys involving cycling, walking and public transport. This requires measures to support the greater use of active travel and public transport usage, and not simply encourage existing drivers to switch to electric and hybrid cars.*

This is one of 9 recommendations pulling together priorities for traffic and transport, education, green space / parks, health, housing as well as reaching out to residents to engage around the issues.

### **Transport Strategy 2015 -35 (with a review in 2021/22)**

The growth of sustainable modes of transport are viewed as essential as the population increases year on year. There is low uptake of cycling in Brent (only 1%) and **fears about** road safety along with a poorly designed cycling environment are key barriers. According to the strategy, the development of a network of quiet, on-road routes avoiding major links would be the best way to encourage cycling and reduce concerns over road safety.

Furthermore, walking levels could improve by enhancing public realm and the walking environment to create pleasant, safe spaces, allowing the 5% increase in walking as a form of transport that Brent hopes to achieve by 2030.

Interestingly, despite recognising the impact of motorised traffic, the Transport Strategy ultimately avoids calling for reduced ownership and usage of individual cars – an action many residents called for in their feedback.

### **Climate and Ecological Emergency Strategy 2021 - 30**

Transport is a key theme in this Strategy, with transport contributing 22% to the overall carbon emissions of the borough. Although cars / motorcycles made up 32% of transport mode in 2017/18 and walking made up 28%, the dominance of vehicles in the street environment impacts people's willingness to choose active travel. As a result, Brent recognise they need to take action to "support and encourage active travel".

### **Joint Health & Wellbeing Strategy 2021**

*"Healthy living – making the healthy choice the easy choice"*

Brent's 2018 Resident Attitudes Survey showed the behaviour most people wanted to change was levels of exercise (37%) and this Strategy could demonstrate the link between exercise and mode of travel – that informal exercise such as walking, can bring the same benefits and that self-care can include such exercise to replace usage of motor vehicles and private cars, thereby dovetailing it with the other strategies.

### **Physical Activity Strategy 2016 – 21**

The JSNA 2019/20 highlighted serious underlying health issues affecting Brent residents, many related to lifestyle choices such as lack of exercise. The Physical Activity Strategy references the **Active Travel Programme** and the opportunities to develop regular exercise by changing transport mode away from car usage. In Brent, only 6.2% travel actively, compared to 8.4% across London.

A key objective of this Strategy is: *To achieve permanent behaviour change by helping people to build physical activity into the fabric of their everyday lives.*

However, active travel doesn't appear to feature in the actions related to this objective, so perhaps an opportunity is being missed here to join these plans up and give stronger emphasis to the benefits of active travel.



*Fig 3 – Cabbage blooms in Dollis Hill*

## **Existing Dollis Hill transport context**

Dollis Hill is home to around 13,425 people (2011). It is positioned between the wards of Mapesbury and Dudden Hill in Brent to the West and the areas of Golders Green and West Hendon in the borough of Barnet on the Eastern boundary, with A5 (Cricklewood Broadway/ Edgware Rd) along the eastern boundary.

The A5 is a traffic hotspot and a focus for huge volumes of traffic, noise and congestion in the area. It offers access to longer distance routes and provides links to the A406 North Circular and the M1 at Staples Corner. It is also a prime commuter route southwards towards Central London (Paddington & Hyde Park).

The secondary main road through the area is Dollis Hill Lane, which is lined with residential properties, a school, a church and other amenities. It is a busy thoroughfare for buses, commercial vehicles as well as people on foot or cycling. Dollis Hill Lane has a weight restriction of 7.5 tons and, before the Healthy Neighbourhood was introduced, carried around 6700 vehicles each day.

The nearest underground station is Dollis Hill on the Jubilee line, as well as the Thameslink service which stops in Cricklewood and there are an array of bus routes providing excellent services to the area.

In terms of **cycling infrastructure**, there is no dedicated cycle lane on the A5 so cyclists will need to negotiate heavy traffic across 3 lanes and a bus lane as well as parked cars. There is some cycle parking on the main road. On Dollis Hill Lane there are no cycle lanes or cycle parking. Side roads are dominated by parked cars and again lack cycling provision, with little or no secure on street bicycle storage hangars.

As well as being a transport corridor, the A5 is the retail centre of the area, lined with well-used shops and businesses. Schools influence the traffic movements in Dollis Hill: the Torah Temimah Jewish Primary School on Park Side, the Lady of Grace Catholic Infant and Nursery School site at the eastern end of Dollis Hill Lane, the Junior School site further west on Dollis Hill Lane, and a Montessori School all operate in the area.

Upcoming housing developments may impact on the area with developments along the A5 in Barnet, such as Fellows Square with 230 flats.

Dollis Hill is also impacted by Cricklewood Bus Station. Without parking restrictions in their neighbourhood, residents report use of their streets by significant numbers of TfL staff parking for work.

Planning permission has been given for an aggregate crushing plant and there is to be a large development at Brent Cross with a new station (Brent Cross West).

These changes in the physical environment of Dollis Hill give context to the concepts of 'liveable neighbourhoods' and 'low traffic streets'. During the engagement activities, some residents openly shared their concerns associated with the ever-increasing size and density of population in Brent including:

- greater levels of traffic (although some developments are planned as 'car-free developments', residents may still get deliveries, have visitors, and may still own vehicles)
- increased pollution
- pressure on public services
- views that the upcoming developments contradict the ethos of greener, cleaner, quieter streets and the aims of the Healthy Neighbourhoods

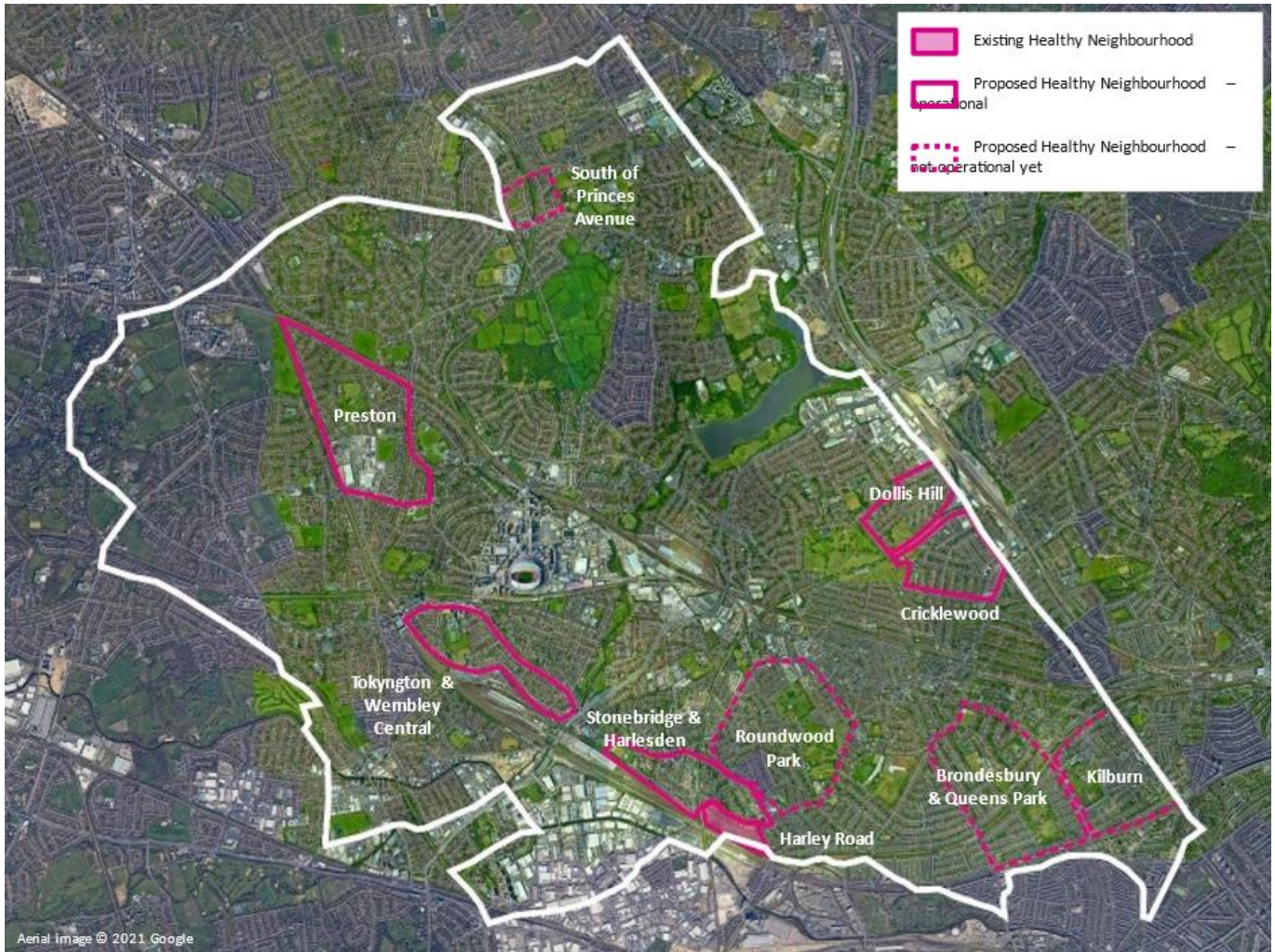


Figure 4 - Location of Brent Healthy Neighbourhood schemes

Map illustrating the series of Healthy Neighbourhood schemes developed across Brent, some working together across a larger area to ensure a network of quietways for walking and cycling.

## The Healthy Neighbourhood area

The Dollis Hill Healthy Neighbourhood is a relatively small area with edges defined by shape of Gladstone Park, the A5 and the railway. The neighbourhood lies on a relatively steep hillside. The streets are predominately residential streets with 1930s semi-detached houses, apart from a contained development of new build to the south of the area around Oxleys Road and Pinemartin Close, with easy, quiet foot access from here to Gladstone Park.

Many of the residential roads are long and straight, allowing and potentially encouraging drivers to speed. These streets are connected by steep shorter streets running up the hillside.



For residents, Dollis Hill Lane, Dollis Hill Avenue and Gladstone Park Gardens provide a route to and from Cricklewood Broadway, the nearest retail centre. Their streets also link to Gladstone Park via Park Side.

According to residents' feedback, Oxgate Gardens experiences high levels of through-traffic trying to avoid sets of traffic lights on Cricklewood Broadway. In addition, Humber Road, just outside the Healthy Neighbourhood is seen as important to include by some residents due to its proximity to commercial sites and lorry traffic.

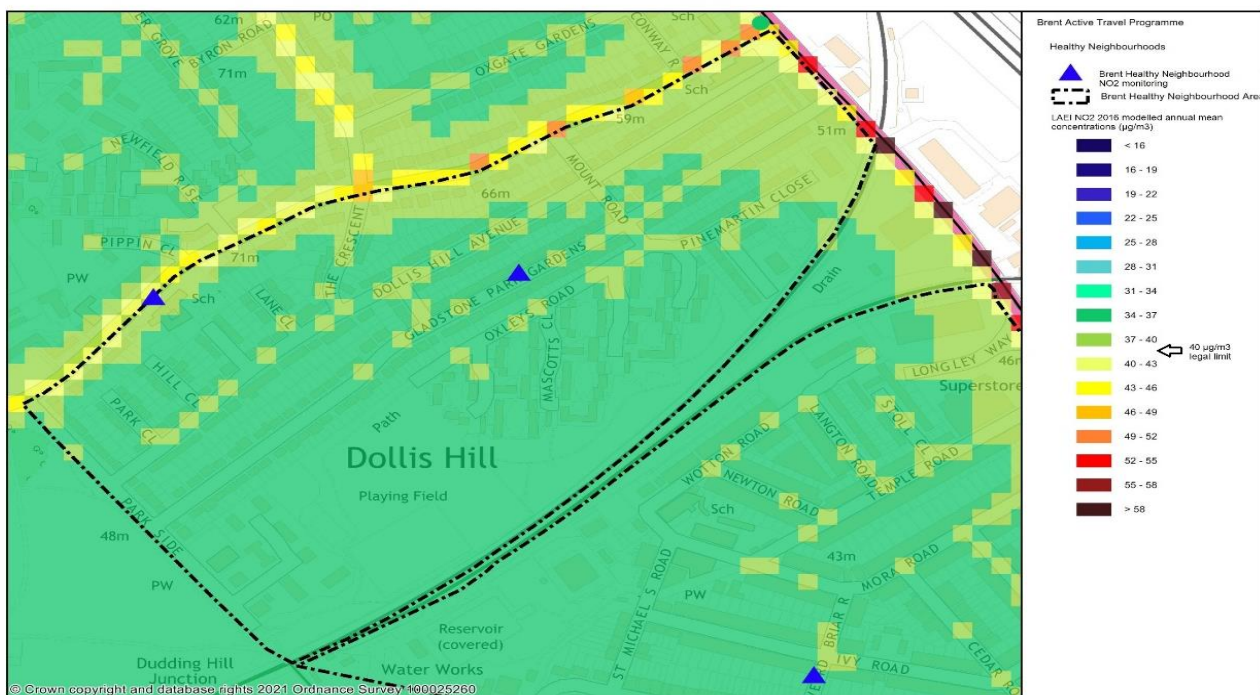
Traffic volume data collected for Brent Council In Dollis Hill shows high levels across the area: with an average daily count of 1,641 vehicles on Oxgate Gardens, 667 vehicles on Dollis Hill Avenue and 511 on Gladstone Park Gardens. In comparison, the nearby main roads of Dollis Hill Lane sees 6,737.

High traffic volumes, particularly heavier vehicles, are also an issue for residents of Dollis Hill Lane. It is regarded as the main road for carrying through-traffic in the area, serving as a local bus route. It is a wider road which suits larger vehicles and is also subject to traffic speeding with fairly frequent accidents (see TfL Collisions Map <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision-map?cid=collision-map>)

Dollis Hill Avenue and Gladstone Park Gardens may be less affected by ongoing traffic. Here the main problem is apparently at peak hours and could include a significant proportion of parents from outside the area driving children to nearby schools.

*Air pollution data shows many areas of Dollis Hill are close to the legal limits for NO<sub>2</sub> and PM<sub>2.5</sub>. Dollis Hill Lane, near to Our Lady of Grace School shows an NO<sub>2</sub> level of 40.12 (breaching the legal limit) while Dollis Hill Avenue shows 30.22. During the pandemic, these levels dropped back considerably, reflecting the impact of vehicle emissions on air quality for the area. Figure 5 - Air Quality monitoring (2016)*

**PM26 Dollis Hill Area - Annual Mean NO<sub>2</sub> concentrations 2016**



## Dollis Hill Healthy Neighbourhood Scheme



Figure 6 - Dollis Hill Healthy Neighbourhood Scheme

The main objective of this Healthy Neighbourhood is to deter and prevent motor vehicle drivers from using the neighbourhood's residential streets to avoid delays on surrounding roads. To achieve this, the original scheme introduced a series of 'modal filters' on Dollis Hill Avenue, Oxgate Gardens and Gladstone Park Gardens which closed residential streets to motor through-traffic.

Motor traffic currently uses the residential streets to access Cricklewood Broadway (A5) for onward access to the A4088 and Dudden Hill Lane. Both commercial and private drivers appear to view these streets as legitimate routes for avoiding heavy congestion.

## Dollis Hill resident feedback

### Participation levels

The table below illustrates the participation of residents in the engagement programme between the end of July and end of September 2021. Residents could take part in multiple options and may be counted twice.

Engagement option	Numbers taking part
Walkabout	1 plus 2 councillors (very late notice)
Resident meeting	Approx. 45 including 3 councillors (25 named)
Online meetings (3)	8
Online or hard copy surveys	70
Street chats	56
Resident association meeting	-
Councillors	3
<b>TOTAL</b>	<b>140</b>



Figure 7 - Modal filter on Oxgate Gardens

## The top streets responding to the Healthy Neighbourhood survey:

1. Dollis Hill Avenue - 5
2. Dollis Hill Lane - 8
3. Gladstone Park Gardens - 19
4. Oxgate Gardens - 5

### Overarching themes of Dollis Hill resident feedback

Dollis Hill residents don't agree about the traffic in their streets. Face to face chats with residents on doorsteps reveal wide differences in perceptions of the same street and makes drawing conclusions difficult. The main areas where people felt concerned related to school traffic, parking and speeding.

Of those issues which could be addressed by the traffic filter once it is properly installed, speeding was the priority. Not only in relation to commuters heading for Dollis Hill station or school parents but also night-time racers with modified exhausts, keeping people awake. The long, straight roads of Dollis Hill Lane and Gladstone Park Gardens clearly appeal to drivers who wish to put their foot down.

The key concern with the Healthy Neighbourhood scheme in this area was about the risk of a negative impact on Dollis Hill Lane and traffic being displaced there. Residents identified heavy traffic, congestion, lorries and speeding on this road as key problems, as well risks to children attending the schools along it. Some residents called for Dollis Hill Lane to be included in the scheme and to view the needs of the area "more holistically":

*This section of DHL (Coles Green Road to A5 Edgware Road) has far too much speeding and rat-running traffic. Restricting it to buses and cycles would show many long-term benefits for residents and commuters alike*

School traffic should be reduced by the installation of the Healthy Neighbourhood. Torah Temimah Jewish Primary School attracts pupils from a wide catchment area and residents report parents driving at speed in the mornings to drop off. Those residents nearest the schools are frustrated by the chaotic arrangements for managing school parking and call for dedicated parking space with limited hours.

The traffic filters would prevent school drivers from using Gladstone Park Gardens and Dollis Hill Avenue -rerouting them instead to the main road, Dollis Hill Lane and Park Side.

Schools contribute to what seemed to emerge as a peak hour traffic problem. Dollis Hill residents are also driving their children to school – as nearby as Cricklewood, so the traffic filters may encourage more parents to switch to active travel as the route to school becomes longer and more inconvenient by car.

### **a) Traffic issues affecting the Dollis Hill area**

- Speeding vehicles, including through the night. Commuters in cars, commercial lorries, school parents and “car racers”.
- Volumes and noise of traffic in the area generally

*There are 4 lanes between Dollis Hill Lane and the Circular / Staples Corner that is used for speed "racing" at early morning (2-3am) when the street is empty. We cannot sleep sometimes. Waking up on big noise. But not only cars, motorcycles do as well. Also, there is heavy traffic in peak hours (about 7am-9am) and toward the city centre and back at the afternoon. We cannot open the window otherwise we cannot hear the telly or on the phone in the room.*

Edgware Rd resident, boundary of the Healthy Neighbourhood

- School related traffic and parking on a daily basis in term time. There is an improvised school street at Our Lady of Grace Primary School located at the end of Dollis Hill Lane. In an effort to protect the school zone for children, they are setting out traffic cones at the entrance to Edgware Rd and Mount Rd. However, parent drivers are impacting residents nearby with manoeuvres and double parking

*Closing Dollis Hill Avenue during school hours has not got rid of cars, instead they all park and cause chaos on Mount Road and by my house; I can't park, they park on the pavements, double park and cause general chaos. It doesn't solve the problem, simply moves it down the road causing more traffic and air pollution for me.*

- Parking is not restricted for residents, allowing staff from the bus garage, commercial vehicles and residents of other areas with multiple cars to take advantage of the streets, sometimes leaving vehicles for months. The availability of parking brings traffic into the area and in the engagement, there was widespread frustration from residents on this issue. Some called for a controlled parking scheme, and this has been the subject of public meetings in the past

*We need resident parking. I watch people leave their huge lorries and then walk down to Edgware Road and leave it there for months, then come back, move it up the street and do that again. It's not creating a community that people care about. It's just a parking lot for people commuting into the city.*

- Impact of frequent roadworks on the A5 was highlighted by many residents. By filters adding to the existing inconvenience of the roadworks, the combined delays to residents were declared unreasonable.
- The impact of large scale developments going on in the area – including Brent Cross expansion, housing developments and increasing density of population generating more traffic and congestion. As in Cricklewood, residents also mentioned the impact of traffic delays around Staples Corner.
- Most survey respondents appeared to be drivers and are contributing to the traffic in the area, giving them a very different perception and experience of the street environment compared to those that don't drive. Almost 70% of survey respondents stated they would end up driving more on busy roads due to the road filters and this was their primary reason not to support them.

## b) Specific reasons the scheme is not supported

Most people appear not to support the scheme as it stands, and this particularly emerges through the surveys and the resident meeting. However, different opinions are expressed at the micro neighbourhood level, going door to door, giving a more complex picture, with more support for a scheme than expected.

- Detours, inconvenience for drivers and time spent on congested roads were key concerns, particularly for residents with cars. Residents without cars are more likely to report the benefits to the street environment. When asked about what the alternative route would add, it did not generally seem long – between 3 or 4 minutes, but longer during the rush hour.

*The part of Gladstone Park Gardens where I live was already fairly quiet being at the furthest end from the A5, my main access to my local shopping at Cricklewood. Having it cut off at the furthest end is a massive inconvenience. I am very unhappy about this. There are alternative points that would have been better such as stopping entry at the junction from Dollis Hill Lane to Park Side that would be of much less inconvenience.*

- The exit route for many households will be via Park Side and the Crescent, both steep inclines which become dangerous for drivers in snowy weather.
- Local services are a fair walk away – depending where on the streets you live. Most shops are located on Cricklewood Broadway with no neighbourhood retail provision, meaning many residents see this as too far to walk.
- Negative impact on Dollis Hill Lane and does not address the issues along this road, displacing traffic and increasing pollution on an important local thoroughfare.

*There's chaos on Dollis Hill Lane, constant gridlock. Drivers won't allow residents out of their driveways. Two buses can't pass each other, the 20mph speed limit is never adhered to, HGVs speeding. These schemes won't have any impact, as much of the traffic is because of parents dropping children off at school*

- Some residents saw the filters as a problem for large vehicles making deliveries, facing difficulties turning around and instead reversing up the roads.
- Residents reliant on relatives or carers, or less able to walk objected to the barriers. As the low traffic measures did not prevent access to homes, it may be an issue of inconvenience.

*People who have difficulty are not always registered disabled and those who are disabled do not always have a voice. Not everyone is young, fit and able to manage walking or getting fit. Some of us are struggling. Please do not forget those who struggle and have to rely on a car to live a normal life!*

### **c) Specific reasons the scheme is supported**

Many of the residents most supportive of the measures across the area saw a significant drop in traffic and speeding during the first short trial and they welcomed that. For some, the incomplete state of the barriers is frustrating and creating confusion, damaging the credibility of the proposals and the chance for a proper trial.

*The filters are wonderful, really peaceful and quiet now*

*Some residents are very positive, saying they can really feel the difference in the air we breathe. This isn't just about stopping rat running but also to try and change habits and not always using the car when people don't have to*

Residents of Oxcgate Gardens most consistently supported the scheme, with their environment heavily affected by cut through traffic coming from the A5. Older residents in particular, seemed to value quieter roads.

*It's a motorway on this road. Lorries are going up and down non-stop, it's too much. It used to be a peaceful road so I'm in favour of the filter - Oxcgate Gardens resident*

People who might wish to cycle and use the quieter streets talked about their fears of cycling on Cricklewood Broadway, the lack of a safe cycle environment and cycle lanes. Along with the poor condition of the pavements, residents highlighted these as real barriers to active travel.



Figure 8 - Modal filters on Dollis Hill Avenue

#### **d) Other issues relating to implementation of the original scheme**

Traffic levels and how they are generated need to be considered in a wider context, impacted by planning decisions, businesses and the wider reliance on motor vehicles in day to day life. At present, an active travel infrastructure is not in place, and the alternatives to car journeys may not appear either safe, convenient or feasible for a busy life

Residents appreciated the planters even without the bollards, as a measure which deterred speeding, but others didn't like that they appeared to "cut streets in half".

Issues with enforcement arose – measures already exist to prevent careless or dangerous driving but without enforcement, they are easily ignored. For example, the existing lorry ban, speed limits and double yellow lines

*"Rat running traffic is less of a problem when the school street scheme is working. Aggression and road rage is over parking mostly. Afraid to cycle on main road through Cricklewood. Lorries crash through in breach of lorry ban."*

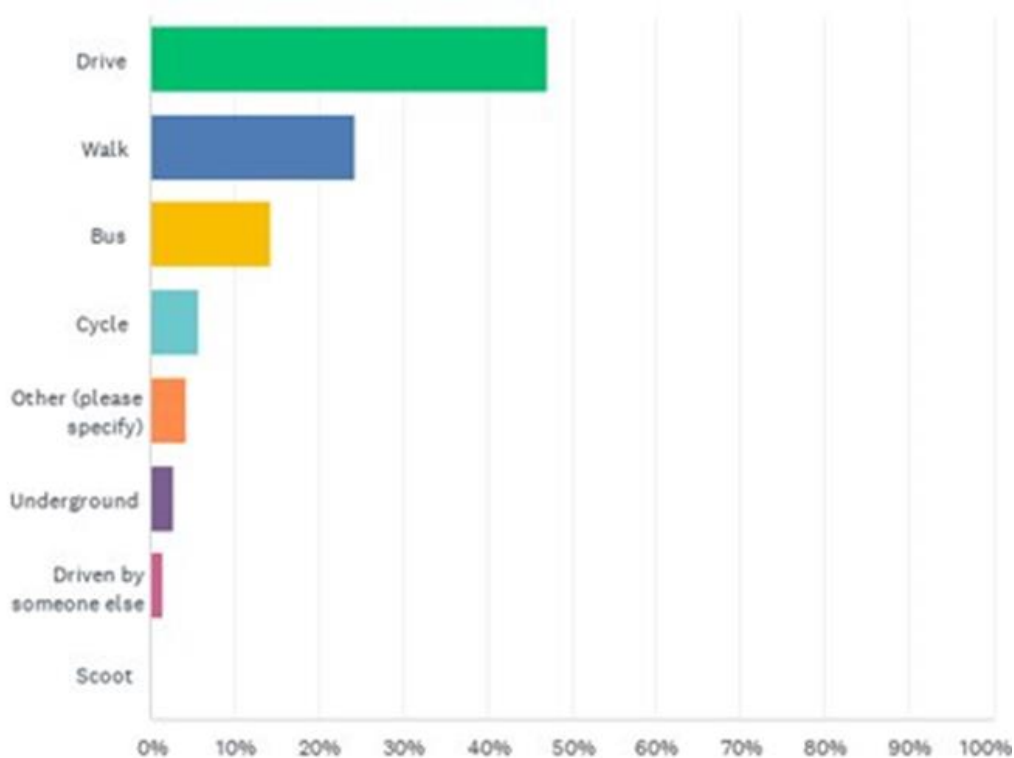
Humber Road was not included in the original Healthy Neighbourhood and is a road partly residential and partly commercial. It is relevant for consideration as it may be impacted by the closure of Oxgate Gardens and residents are keen to see the scheme extended to include and protect their street, especially from lorries.



## Specific survey responses

### How do you usually travel around the area?

Almost twice as many people drive in Dollis Hill as walk. Unlike Cricklewood next door, 47% of residents who completed the surveys said they usually were driving, while 24% were walking and 14% used public transport.



### Are you affected by issues caused by motor traffic?

Traffic is affecting the majority of respondents (57%) in some way, compared to 44% who said it didn't affect them.

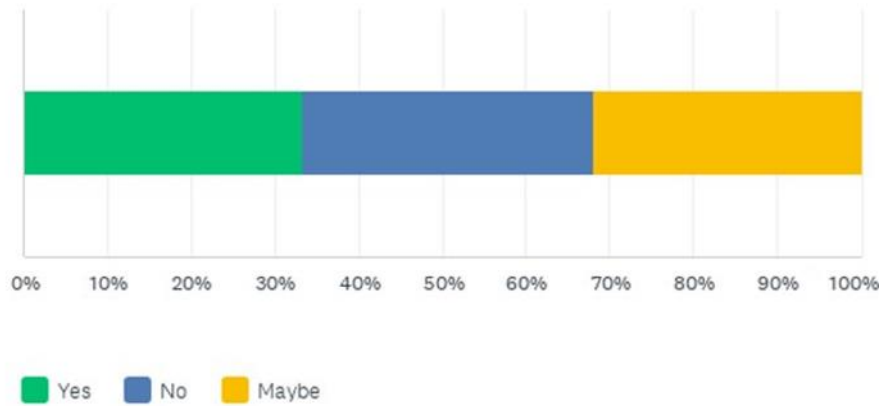
In terms of the way people are affected, this was mainly in terms of speeding, illegal or careless parking and irresponsible driving. Pollution was also recognised as a key negative impact by over 36% of respondents. Rat running was noted by 35%.

Other responses to this question picked out issues affecting Dollis Hill Lane, roadworks, e-scooters and lorries

*Rat running traffic is less of a problem when the school street scheme is working. Aggression and road rage is over parking mostly. Afraid to cycle on main road through Cricklewood. Lorries crash through in breach of lorry ban.*

### Do you support the Council taking action to tackle traffic issues?

Replies were cautious with a slim majority saying “no” (35%) as opposed to 33% wanting to see the Council take action, with “maybe” (32%) willing to consider it. Comments reflect a concern about displacement and also reflect the view of drivers unwilling to accept restriction on their movement.



*Calming, parking enforcement, better bike lanes, better public transport are okay. Blocking roads to force car routes is not.*

*Making getting around to friends and family more difficult. I have to take a longer route hence driving for longer, how is that healthy?*

### What would make your street lovely?

More trees and greenery was the main request with 48% respondents, but 35% asked for less traffic and 40% wanting fewer lorries and vans. There was also an appetite for residents to spend time together and support each other reflected in 42% for “residents who look out for each other”. Many of the “other” comments don’t relate to traffic but cleanliness – apparently the streets of Dollis Hill suffer with dumped rubbish and litter and need attention.

### Could you change your driving habits?

The results here were fairly evenly split between yes and no – with 43% yes and 40% not able to. So, a significant proportion recognised there was room to change habits a step at a time – give the right support

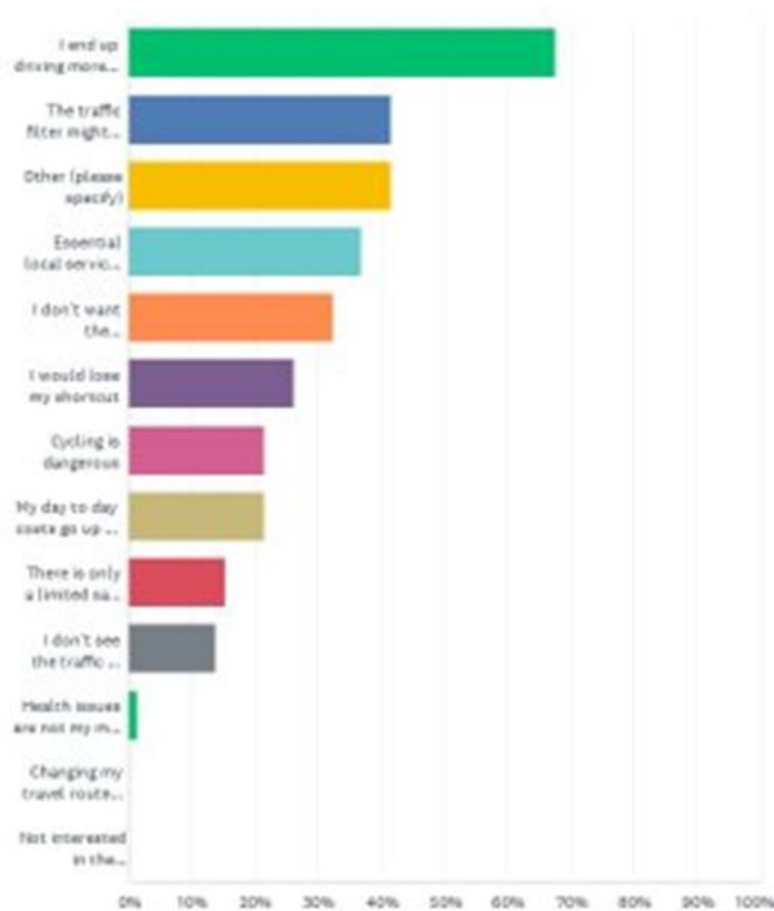
### Do you have a disability that makes walking difficult?

27% were affected in this way and their primary request with a hefty 75% was to consider the impact on visiting friends and relatives. Some people expressed their concern that an alternative route would make people who drive more unwilling to visit, leaving them possibly more isolated.

45% wanted driving exemption for people with disabilities, who also were drivers.

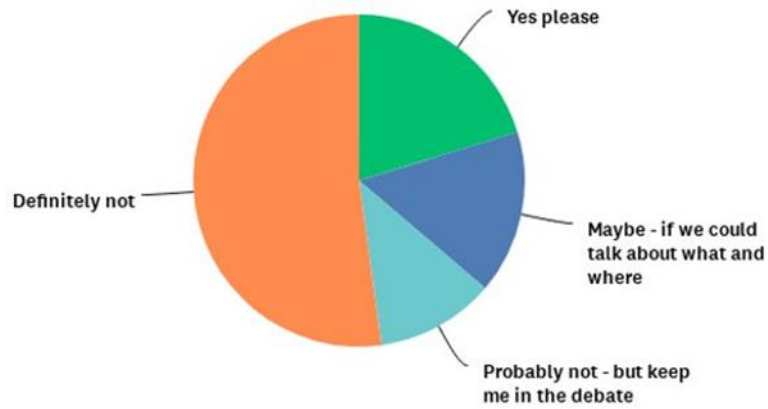
### Reasons you would not support a “traffic filter”?

There are many drivers in Dollis Hill (over 67% of respondents) who worry about spending more time on busy roads, presumably travelling at peak times when the main roads are more congested. At the same time, 27 residents (42%) are worried about more traffic coming into their street – strange, given the likely impact on reducing traffic for most roads in the area. Responses also suggest some confusion caused by the current incomplete status of the barriers – i.e., without bollards they are not operational.



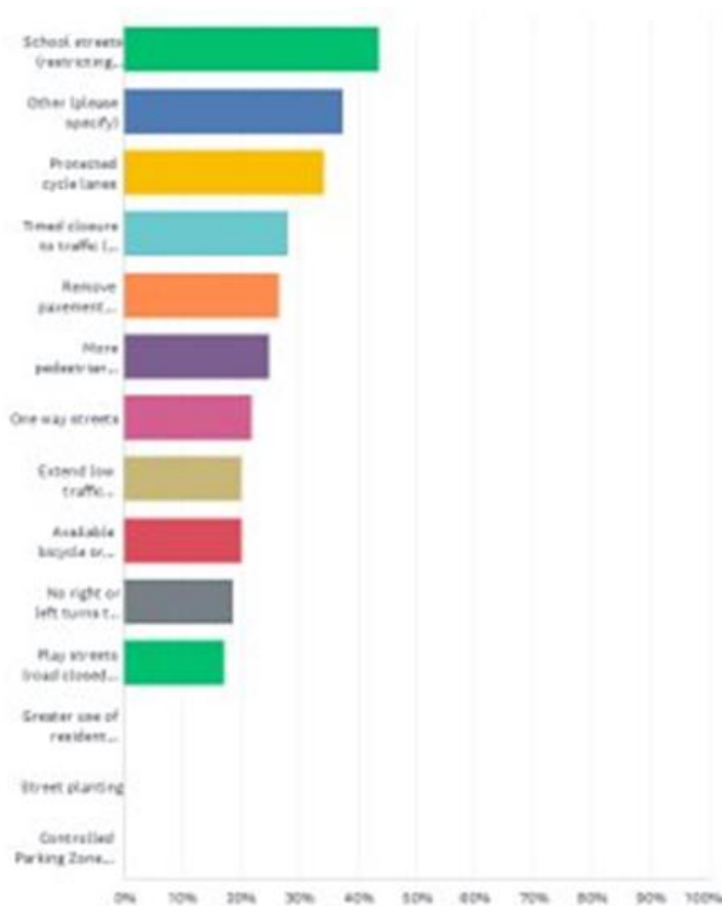
### Would you consider a traffic filter on your street?

A resounding “no” with 52% rejecting the idea and a further 12% saying “probably not”. In contrast, 20% would want one introduced, with an additional 16% saying possibly, in the right location.



### Other measures to control traffic

School streets (44%) and timed closure to traffic (27%) and protected cycle lanes (33%) were welcomed. However, from the “other” comments from 38% of respondent, parking issues were a common theme. 28% wanted to remove pavement parking.



## **Suggestions to reduce traffic, reduce dependency on cars, and improve how the scheme might work**

*They need to license e-scooters like petrol scooters - Safer bicycle parking spaces to prevent / deter theft - Get rid of tiny cycle lanes in the gutters - bikes belong on the road, like cars.*

*Take drastic action by reducing the number of cars on the road, restricting access to side streets. Issue fines to vehicles parked illegally. Only allow people with special needs to access to restricted areas. The pandemic has proved that changes can happen. More people are walking and cycling, it was abnormal to see cars on the road.*

In terms of the options for the Healthy Neighbourhood, residents suggested a resident only access using ANPR cameras, or controls that only operate at peak hours – limiting the success for school drivers, for example.

Residents also offered some design suggestions such as moving the Oxgate Gardens filters to the junction with the A5 or putting a no right turn in place for Oxgate Gardens. There was also a call to fully include Dollis Hill Lane in the scheme to reduce traffic there. As a bus route, this would mean introducing a “bus gate”.

Other ideas included:

- Clear signage forbidding access by heavy lorries and stating, “residents only”.
- A school bus to be organised by Torah Temimah Jewish Primary School to deliver children from the Barnet area.
- Traffic lights and a pedestrian crossing introduced on Dollis Hill Lane near the school.
- Limits on the number of vehicles permitted per household.
- Paid for parking scheme across streets in the neighbourhood.
- Tackle the poor condition of pavements.

*Stop building high rise flats without parking as they spoil the landscape and increase traffic.*

## Options for modifying the Healthy Neighbourhood

### Original scheme



Fig 9 – Dollis Hill original scheme design

In the original scheme, through-traffic is prevented from using some of the long, straight residential streets, relieving Gladstone Park Gardens, Dollis Hill Avenue and Oxgate Gardens from the heavy traffic and associated negative impacts.

The scheme has potential to offer a range of benefits for the area in deterring the fast, commercial traffic, rush hour school traffic and commuter traffic from these streets offering quieter and safer routes to Gladstone Park, and supporting active travel across the neighbourhood. Other benefits for residents could be to reduce air pollution, deter the “racers” at night. The area could be easier for residents to park as routine cut through traffic is removed. A simple extension of the scheme could address the issues associated with heavy vehicles in Humber Road.

It could also incentivise reduction in car usage by residents as they would be required to use the main roads more often where congestion would make car journeys less attractive.

However, the scheme has some negative impacts, notably for residents on Dollis Hill Lane. This street is the primary route for through-traffic in the area, including buses, and already faces traffic behaviour problems and has been affected by recent roadworks. Preventing through-traffic on the parallel roads means more residents would need to drive along Dollis Hill Lane to reach home and school traffic would be routed along there to reach Torah Temimah Jewish Primary School.

## Option 2



Fig 10 – Dollis Hill draft option 2

This alternative scheme takes account of resident concerns about lengthy alternative routes on congested boundary roads but still retains an element of deterrent for traffic in the form of fixed barriers at Dollis Hill Lane and Oxgate Gardens.

However, all cut through traffic and school traffic will now use the remaining open road – Gladstone Park Gardens. For those many residents who don't see a traffic problem in the area, this should not impact them. Residents on Dollis Hill Lane may see a slight increase in traffic, and this will be something to monitor and review.

The last key element of this scheme is the addition of Humber Road, acknowledging that a closure on Oxgate Gardens may cause more drivers to choose to use Humber Road.

A disadvantage of this scheme is that the area is still permeable for through-traffic, allowing it to avoid the A5 and Dollis Hill Lane. A trial would be worthwhile as this would give accurate data about volumes and any shift in traffic routes.

## Conclusions

140 residents took part in the engagement for Dollis Hill Healthy Neighbourhood overall. Of them, 70 completed the survey, perhaps giving the clearest picture of views across the area. However, only a handful of residents from each of the streets directly affected by the traffic filters gave their views.

In contrast, the **Street Chats** focussed on those particular streets, speaking with residents face to face:

Street chats
25 Gladstone PK Gardens
16 Dollis Hill Ave
13 Oxgate Gardens
2 Coles Green Rd
<b>TOTAL 56</b>

10 of 13 (77%) people in **Oxgate Gardens** wanted to see the filter introduced with 2 less sure because of the impact of roadworks or frustration at the way the original scheme was trialled, with barriers being removed. 1 person was against the proposal.

**For Dollis Hill Avenue**, the majority of residents 8 of 13, (62%) like the proposal and saw benefits in reducing speeding, rat running and school traffic. One person suggested moving the barrier to the Park Side end of the road. 5 people were against the proposal, partly because of the impact on Dollis Hill Lane and 3 weren't sure, but cited a concern about snowy streets.

For **Gladstone Park Gardens**, a far more complex picture – with top concerns being speeding and parking issues. For some the traffic has a heavy impact while others don't notice it. 2 cyclists also commented here. 11 of 25 respondents (44%) were against the proposal but a healthy 7 respondents were for it (28%) while 5 people were unsure or non-committal, concerned about visitors or deliveries. Peak hours proposals would gain more favour and focus on the school related traffic was also a key theme. There was also concern for the displacement of traffic to Dollis Hill Lane.

The **resident meeting** for Dollis Hill was a busy event with good attendance of around 45 people. The feedback was strongly negative, with some supporting voices in the minority. According to the survey, Dollis Hill residents are primarily drivers with 47% stating it is their usual form of travel compared to 24% who walk and 6% who cycle, and their voices were dominant in the meeting.

Residents of **Dollis Hill Lane** have also made clear their concerns – the Healthy Neighbourhood should include and protect their street from traffic – in particular against speeding, lorries and safe crossings and especially at peak times.

Given that resident feedback is mixed overall, the recommendations take account of both residents desire to drive easily around their area as well as the impact of rush hour school traffic and the surge of specific support from Oxgate Gardens.



By keeping Dollis Hill Avenue open to traffic and pushing the traffic filter to the junction with Park Side on Gladstone Park Gardens, the new design reduces the need for residents to use Dollis Hill Lane to reach their homes but in some way responds to the desire to lower speeds and reduce cut through traffic. There is a further option to install ANPR with this scheme to offer greater flexibility to residents.

There was some support for timed measures (28%) including school streets which are timed measures around schools (44%) as well as strong support for protected cycle lanes (24%) so these are reflected in the recommendations below.

Lastly, Dollis Hill Lane residents give a high level of qualified support for a traffic filter on their road – with 50% willing to consider it – so something here to develop further with residents.

### Recommendations summary

<ul style="list-style-type: none"> <li>• Extend the Healthy Neighbourhood to include Humber Road</li> </ul>
<ul style="list-style-type: none"> <li>• Retain the closure of Oxgate Gardens</li> </ul>
<ul style="list-style-type: none"> <li>• Remove the closure on Dollis Hill Avenue</li> </ul>
<ul style="list-style-type: none"> <li>• Consider retaining a closure on Gladstone Park Gardens, but relocated closer to the junction with Park Side, with an optional ANPR camera</li> </ul>
<ul style="list-style-type: none"> <li>• Include Dollis Hill Lane in the Healthy Neighbourhood area, develop measures to control speeding and supplement the scheme with Safer Routes To School and/ or pedestrian safety measures</li> </ul>

### Wider recommendations

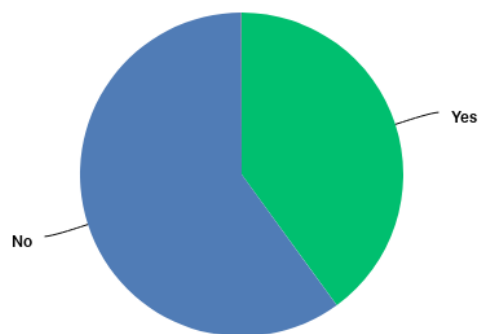
<ul style="list-style-type: none"> <li>• Develop measures to control speeding and enforce the lorry ban across the area</li> </ul>
<ul style="list-style-type: none"> <li>• Introduce school street measures to the Jewish school</li> </ul>
<ul style="list-style-type: none"> <li>• As a matter of some urgency, a safe pelican crossing (traffic lights) is needed on Dollis Hill Lane for Our Lady of Grace Catholic Junior School, as funding allows</li> </ul>
<ul style="list-style-type: none"> <li>• Install protected cycle lanes on Cricklewood Broadway and Dollis Hill Lane, and as funding allows, provide on street cycle hangars across Dollis Hill, especially near flats.</li> </ul>

## APPENDICES 1

A breakdown of Dollis Hill streets and their responses to **whether they support the council taking action to tackle traffic** and if they would support a filter on their street.

### DOLLIS HILL AVENUE

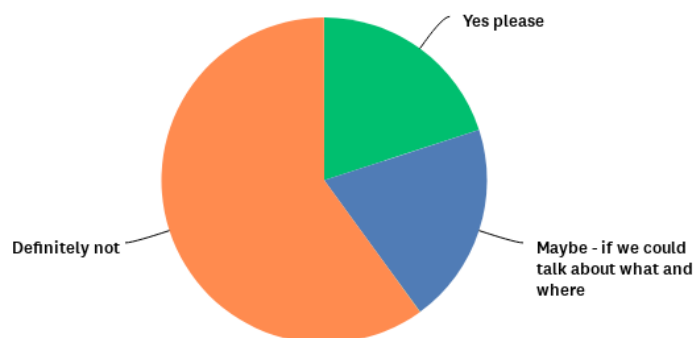
Q7 Do you support the Council taking action to tackle traffic issues?



Yes – 40%

No – 60%

Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



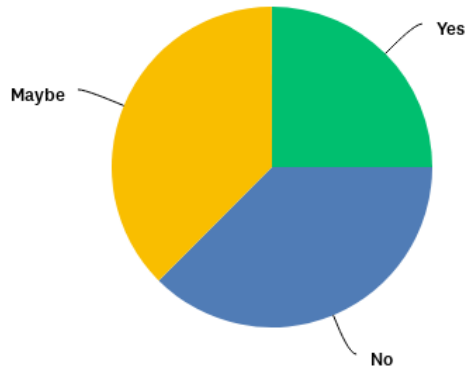
Yes – 20%

No – 60%

Maybe – 20%

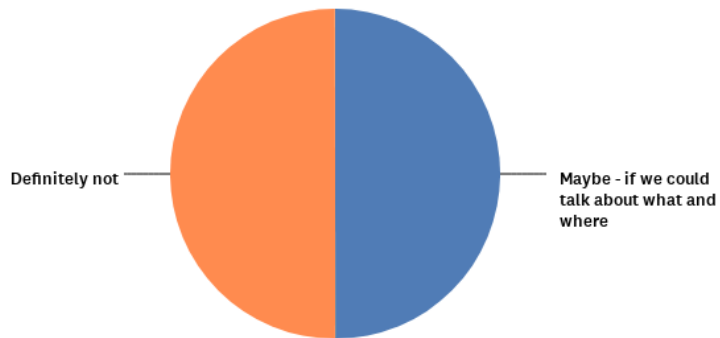
**DOLLIS HILL LANE**

Q7 Do you support the Council taking action to tackle traffic issues?



Yes – 25%
No – 38%
Maybe – 38%

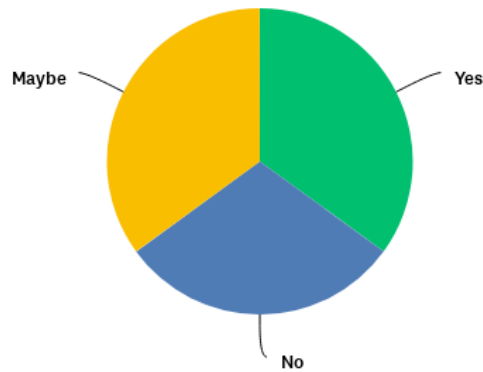
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



No – 50%
Maybe – 50%

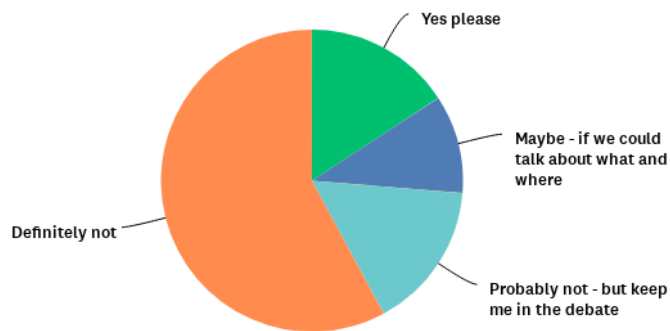
**GLADSTONE PARK GARDENS**

Q7 Do you support the Council taking action to tackle traffic issues?



Yes – 32%
No – 32%
Maybe – 37%

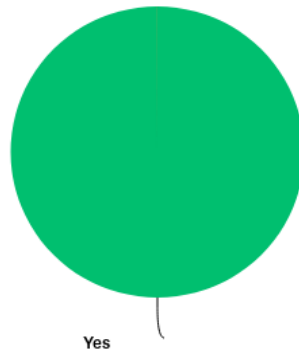
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Yes – 16%
No – 58%
Maybe – 17%
Probably not – 16%

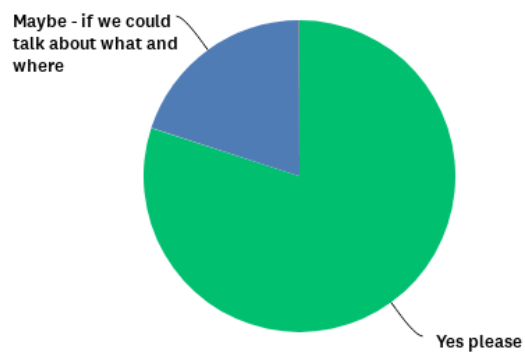
**OXGATE GARDENS**

Q7 Do you support the Council taking action to tackle traffic issues?



Yes – 100%

Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Yes – 80%  
No – 20%