

Information about Brent Healthy Neighbourhoods



Wembley and Tokyngton Healthy Neighbourhood Engagement Report October 2021

Introduction

This report is a summary of the feedback provided to Living Streets Engagement Officer by the residents of Wembley and Tokynton 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 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 Experimental Traffic Orders, at a speed which communities struggled to accommodate.

As the pandemic continued through the year, both the Government and Transport for London (TfL) 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 / 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 heavy 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 for 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 (for example, excessive noise, shouting, aggression and horns, reckless driving on pavements, parking illegally).

However, there were **funding limitations** for these schemes. The low traffic neighbourhood funding could not address every traffic problem experienced by residents. Ownership of roads and management of traffic is shared with TfL 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 deemed 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 faces a real challenge with traffic levels and communities are seeing a change in the way drivers behave, reporting more aggression and flouting the rules of the road in some areas. 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 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.

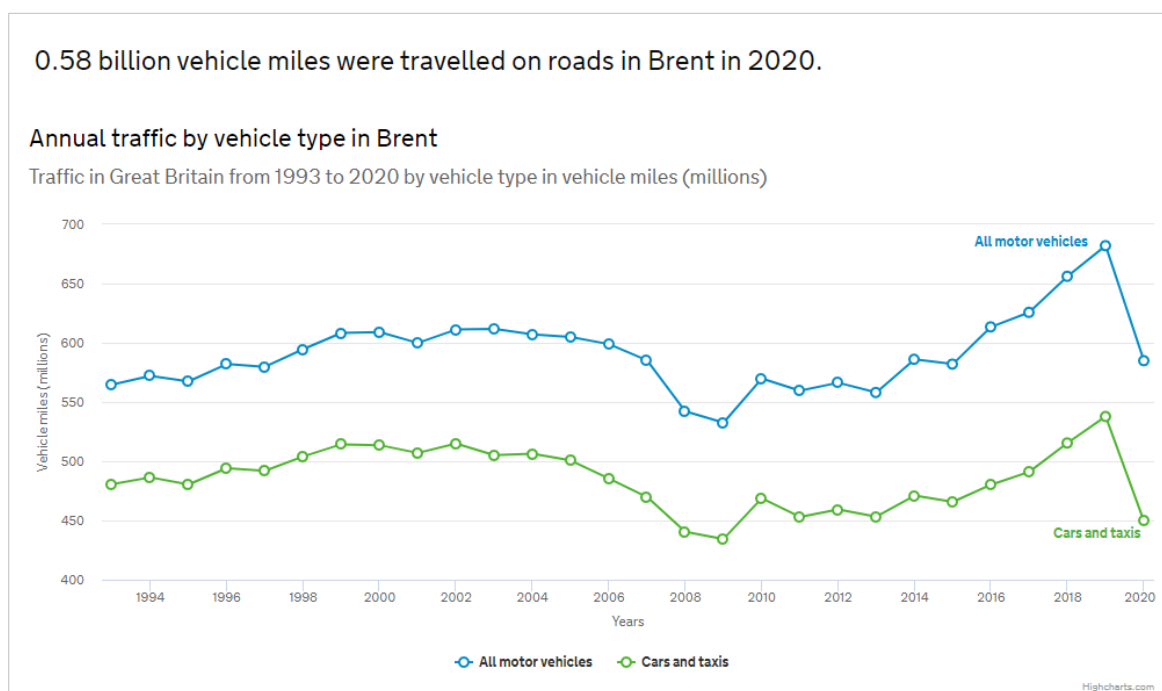


Figure 1 – Annual traffic by vehicle type in Brent (Source: Road Traffic Statistics from the Department of Transport)

In 2019, there were 3,780 people seriously injured on London’s roads with 1,282 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.

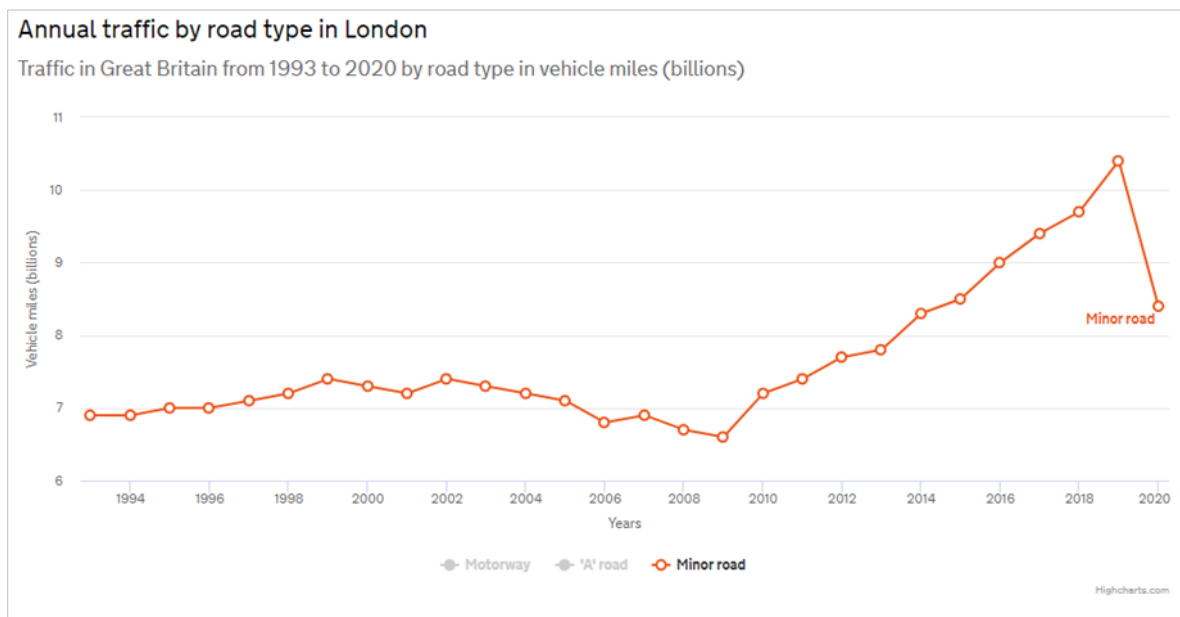


Figure 2 - Annual traffic by road type in London (Source: Road Traffic Statistics from the Department of Transport)

Air pollution data shows the worst pollution for Tokyngton is very much focussed around the main roads A404 Harrow Road where the NO2 concentrations show 56.96, far above the legal limit. But the whole area is affected, bordering the legal limit, and clearly negatively impacted by heavy traffic emissions. On the map below you can clearly see the penetration of NO2 into surrounding residential streets.

Health data shows 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 (Brent JSNA 2019/20)

PM36 Tokyngton Avenue Area - Annual Mean NO2 concentrations
2016

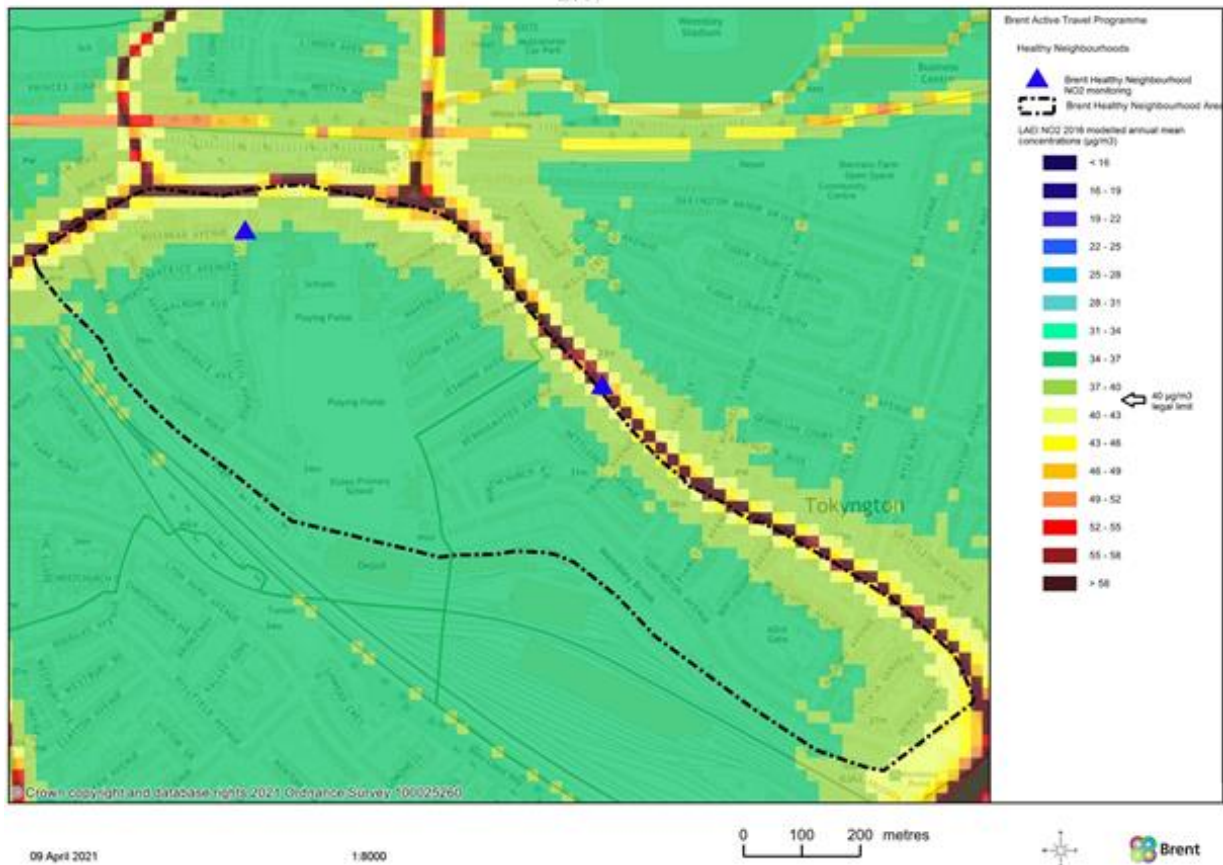


Figure 3 - Air Quality Data

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 Action Plan 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 and that may be the case for heavy goods and diesel vehicles.

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 nine powerful 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 2021/2022)

The growth of sustainable modes of transport are viewed as essential as the population increases year on year and in a consultation which took place in 2014, 84% wanted walking and cycling promoted. There is low uptake of cycling in Brent (only 1%) and road safety along with the 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 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 on levels of cycling and the environment, the Transport Strategy ultimately avoids calling for reduced ownership and usage of individual cars – an action many residents asked for in their feedback

Climate and Ecological Emergency Strategy 2021 - 30

Transport is a key theme, 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"

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 strategies below.

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.

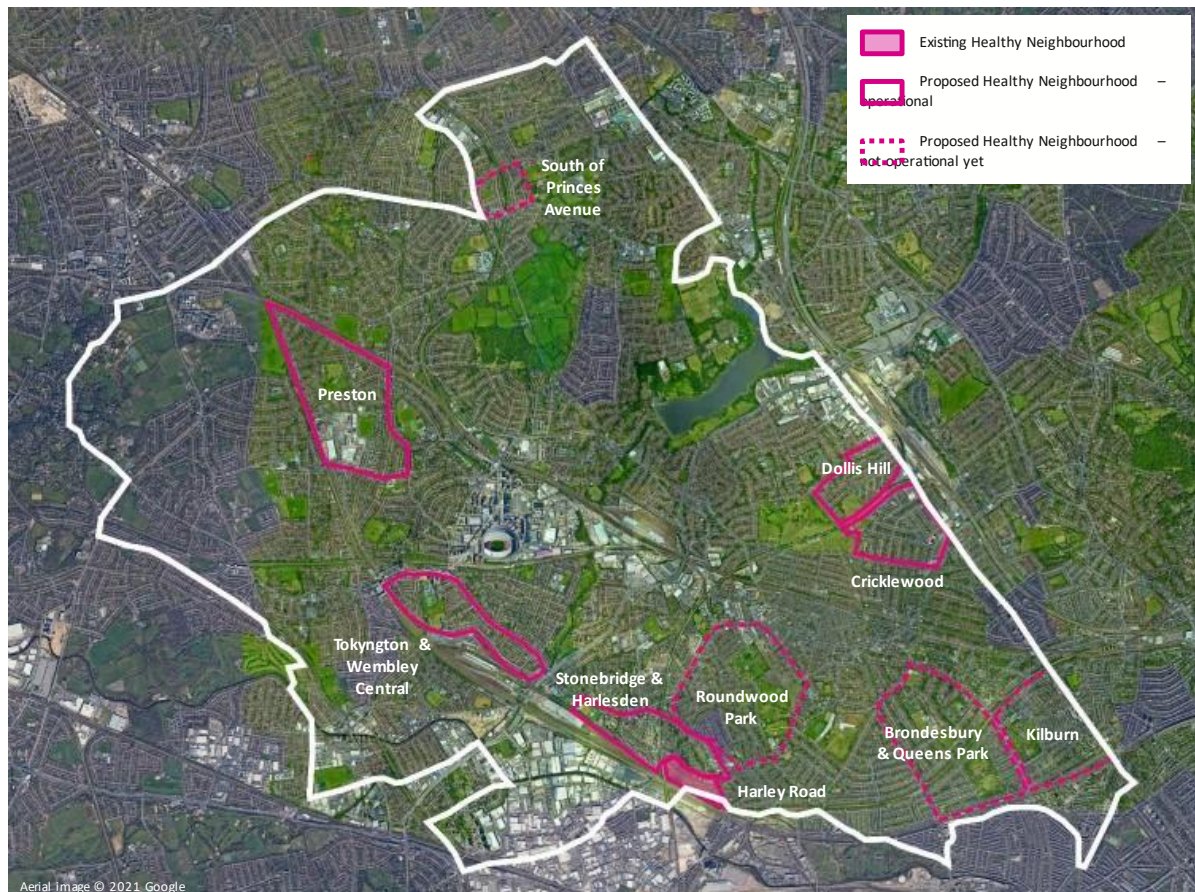


Figure 4 - Map illustrating the series of Healthy Neighbourhood schemes developed across Brent, some working together across a larger area to ensure a network of 'quietways' for walking and cycling.

Existing Tokyngton & Wembley transport context

Tokyngton ward is home to around 15,105 people (2011). It is bordered by Preston, Wembley and Stonebridge wards, split in the centre by the Chiltern Main Line which serves Wembley Stadium.

Wembley Stadium, the SSE Wembley Arena and the huge area of development around them at Wembley Park form a dominant feature in terms of travel destinations in the area, heavily affecting levels of traffic and parking, in particular when football matches or events are taking place. Event-related traffic is mentioned by many residents during the course of the engagement as having an impact on their lives.

The scale of the continued development around Wembley Park will create a growth in traffic into the future as high-density accommodation goes up, generating a larger population in the area and potentially with consequences for local car ownership, parking and congestion.

In addition, the development of the 23 storey WEM Tower at Point Place brings construction traffic to the doorstep of residents on Tokyngton. The development will have 439 households but only 46 car park spaces.

Many residents comment in the surveys that they feel that an end to new high-density residential developments in the area would be a way to address traffic problems.

Stop building. More people means more traffic and overcrowding. Just stop building!

The A404 Harrow Road is the key road artery of the area, connecting Wembley, Harrow, Harlesden and the A406 North Circular. With the A479 Wembley Hill Road, these roads are likely to be carrying the heavy construction traffic serving the new developments.

Traffic data collected for Brent Council before the pandemic shows an average daily count of 20,737 vehicles on the Harrow Road (A404) and significant counts of 961 on Bovingdon Avenue and 903 on Tring Avenue, both residential side streets.

The London Underground serves the south of the ward, with the Bakerloo line and its stops at Wembley Central and Stonebridge Park forming the boundary with Alperton ward. The area is well served by bus routes with many routes connecting to Wembley and Harrow.



Figure 5 - Point Place junction with A404

The Healthy Neighbourhood area

The Healthy Neighbourhood scheme comprises two independent parts: one at Tokyngton, south of Harrow Road, and one at Wembley Central, south of High Road. The two sides are not directly connected by road though a footpath runs between the two sides.

Tokyngton section

The Tokyngton section is bounded to the north-east by Harrow Road, to the south by Point Place, to the west by Argenta Way and the Underground line, and to the north by Jesmond Avenue.

The area is predominantly residential, with a mix of inter-war detached, semi-detached and short terraces. Most of the properties have large front gardens with many partly used for off-street parking. There is a small area of retail and services on Harrow Road, adjacent to the Flamsted Avenue junction. Stonebridge Park station and Point Place lie immediately to the south of the area. Elsley Primary School lies adjacent to the Healthy Neighbourhood, north-west of the Tokyngton section and south-east of the Wembley Central section, with access from Tokyngton Avenue and Berkhamsted Avenue.

The street network is highly connected with several streets running between Harrow Road and a secondary spine along Tokyngton Avenue. Tokyngton Avenue ends in a cul-de-sac at the southern end and does not connect to Point Place for vehicular movement (due to a small level difference and historic development on and around Point Place). Aldbury Road and Sylvia Gardens have one-way restrictions making them entry-only from Harrow Road. Both entry and exit onto Harrow Road is available from Bovingdon Avenue, Flamsted Avenue, Tring Avenue and Berkhamsted Avenue.

As a whole, the Tokyngton neighbourhood is fairly quiet as it does not directly provide a through-route, however the internal streets can be used as a back route to avoid traffic and congestion on Harrow Road. Northbound traffic can enter the neighbourhood at Sylvia Gardens and exit at Tring Avenue or Berkhamsted Avenue, avoiding up to 800m of Harrow Road. Southbound traffic can enter at Berkhamsted Avenue and exit at Bovingdon Avenue (a junction with yellow box markings), avoiding around 450m of Harrow Road.

There is a lack of street trees and some damaged pavements around Tokyngton Avenue. Car ownership appears to be high and car usage also high, with residents commenting that they drive to the primary school or the local shops.



Figure 6 – Tokyngton Avenue from Point Place

Wembley Central

The Wembley Central side of the Healthy Neighbourhood scheme is bounded to the west and south by the Underground line, to the east by Elsley Primary School and Ark Elvin Academy, and to the north by High Road.

The area is predominantly residential, with early 20th Century terraced and semi-detached housing. Many of the houses have converted their front gardens to provide off-street parking. There is a small amount of non-residential development at the northern end of London Road and Rosemead Avenue, with access to the large Wembley Central car park from London Road. At the northern end, High Road has a large range of retail and services. There is a car park at the southern end of London Road adjacent to the school grounds.

The area is only accessible by road from High Road via London Road (north-west) and Cecil Avenue (north-east). Prior to the Healthy Neighbourhood scheme, the London Road junction had a no right-

turn exit restriction. Despite the limited connectivity, the area's streets are used to avoid congestion on High Road, avoiding the junction with A4089 Park Lane.

Residents at this end of the scheme also report streets being used by people parking to access the shops and services on High Street.



Tokyington & Wembley Healthy Neighbourhood Scheme



Figure 7 - Existing Healthy Neighbourhood scheme

The Tokyington and Wembley Central Healthy Neighbourhood was developed to protect residential streets from use by through-traffic.

At the Tokyington end, a single modal filter was added on Tokyington Avenue, between the junctions with Flamsted Avenue and Bovingdon Avenue. This limits potential through-routes making them advantageous for avoiding traffic on Harrow Road. It also links with the School Street at Elsley Primary School (on Tokyington Avenue & Berkhamsted Avenue at Gaddesden Avenue), providing a safer route for cycling to school and to Stonebridge Park station.

At Wembley Central, closures were added on Rupert Avenue and on the southern end of Cecil Avenue, close to the junction with London Road. This prevents all through-routes.

After the installation of the Healthy Neighbourhood scheme, a walk in Covid-19 testing centre was placed on the car park at the southern end of London Road. This meant that the road closures on Cecil Avenue and Rupert Avenue had to be suspended to allow access, leaving the Wembley Central scheme with no active features. The Wembley Central and Tokyington sides of the scheme operate independently and do not share through-routes. However, it did alter the status of the overall scheme and its likely outcomes for residents and active travel.

Tokynnton & Wembley resident feedback

Participation levels

The table below outlines participation at the various engagement events held the last week of July and the end of September 2021. Some participants may have attended multiple events and may be counted twice.

15/51 responses came from the Wembley and London Road area of the scheme (30%) and the remainder from the Tokynnton area

Engagement option	Numbers taking part
Walkabout	1
Resident meeting	1
Online or hard copy surveys	51
Street chats	16
TOTAL	69

Overarching themes of Tokynnton resident feedback

There are significant differences in the feedback received from the street chats (16) and the responses to the surveys (51).

Across the surveys, which pick up views from both the Wembley and Tokynnton areas, concern about traffic is dominant with 61% of respondents identifying traffic as an issue with a negative impact for them. A significant majority (52%) is calling for LESS traffic and for the Council to act to tackle it (52%). A large majority of residents usually walk (41%) as opposed to drive (29%), again in contrast to the Tokynnton Avenue street chats cohort where almost everyone who responded was a driver.

There is more consensus around the popularity of specific traffic filters, with 40% sure they don't want them on their street and only 13% sure they do.

However, the surveys also show that 31% want the low traffic neighbourhood **extended** and there are high levels of support (44%) for school streets, a time limited control measure. More pedestrian crossings and longer crossing times are called for, possibly relating to pedestrian access for the Harrow Road.

In an area so dominated by cars, it is interesting to see that survey respondents called for green and attractive front gardens as their top priority - presumably wishing to see fewer used as car parks.

a) Traffic issues affecting the Tokyngton area

Traffic data demonstrates a significant level of cut through traffic across the Healthy Neighbourhood area with around **1000 vehicles a day** coming down Bovington Avenue, even before match day traffic is included.

This is echoed in resident comments, with survey respondents selecting speeding, noise, pollution and parking as top concerns and rat running specifically affecting 28% of respondents.

Speeding and speed controls are clearly important, with many residents asking for speed humps, but there is surprising little detail of where or when speeding is occurring.

Nettleden Avenue and Berkhamsted Avenue is used as a short cut for cars coming off the main road, making it very dangerous for residents, especially as there is a school at the end of the road. Speeding vehicles and motorbikes make it very hazardous for residents.

School traffic is highlighted and with Elsley Primary having a school roll of 685 children, the catchment area is likely to be large. If children are travelling some distance to school, they are more likely to be driven and residents may be feeling the impact of that at certain times of the day.

Elsley School has been redeveloped and expanded to more than double its original size. Result is significantly more traffic with cars parked all over the pavement, forcing pedestrians onto the road. Local residents are finding themselves blocked in or unknown vehicles parked on their property. There are often heated and physical altercations with nobody being prepared to take either responsibility or action through fear of reprisals

Parking is a key theme and residents identified specific parking related issues including:

- construction workers parking and walking to site
- commuters for Stonebridge Park station
- event day parking by Wembley Stadium visitors
- driveways being rented out on event days

Residents identified solutions to the parking issues which are detailed in the ideas and suggestions section but include resident controlled parking and more enforcement.

Commuters parking and going to the station - they also leave cars on double yellow lines all day because they know traffic wardens don't come around



Fig 8 Harrow Road

b) Specific reasons the scheme is not supported

Those residents who drive are concerned they will be diverted onto the congested main roads with 58% of survey respondents saying they will spend more time on busy roads, 31% not wanting the inconvenience of that and 20% losing their own shortcut.

During street chats on Tokyngton Avenue, residents described the inconvenience of no longer being able to shortcut to the High Road shops, forced to join the main road sooner (from the Point Place end). Residents also felt that since lockdown there were fewer commuters and a quieter road. Not one of those interviewed supported the full traffic filter on Tokyngton.

However, in the surveys, 40% of residents are concerned that increased traffic will be diverted onto their street. The Wembley Central closures on Cecil Avenue and Rupert Avenue would have protected the whole neighbourhood from traffic so this concern is most likely to have come from Flamsted Avenue or Bovingdon Avenue, either side of the Tokyngton Avenue closure, who may see more vehicles using their streets to avoid Harrow Road as far as possible and bypass the closure.

Most survey respondents wanted to see less traffic in their area, with 54% - the largest majority calling for a reduction. But the traffic filter was not regarded as the best solution. Key actions appear to be rather

- repairing broken pavements
- enforce parking restrictions
- remove pavement parking
- addressing school traffic

Enforce parking permits on the following roads: Berkhamsted Avenue; Nettleden Avenue; Tring Avenue. This is because it creates a hazard for crossing the road. Speeding cars cutting through the roads makes the school run hazardous and is also hazardous to all those who wish to cross the road

c) Specific reasons the scheme is supported

Living on Rosemead avenue the last 50 years has seen noise pollution go beyond hell from vehicles...Even crossing the road can be an issue with all the cars cutting through High Road via Rosemead Avenue, causing pollution, noise and high stress day and night

Many residents want to see parking issues addressed and suggest there would be support for the filter if it can alleviate these issues too, in particular levels of commuter parking for the station.

Few people specifically commented on the need for an improved cycle network and safer streets for cycling, but having spent time on street during the engagement, a fair number of cyclists of all ages and backgrounds were passing through the filter. It was suggested some people commute to the station by bicycle and connect with the underground.

I support the traffic filter but our road is used also by cars off the main road for the same reason.

Berkhamsted Avenue needs to be looked at in terms of making it a one way road or a no entry road from the main road.

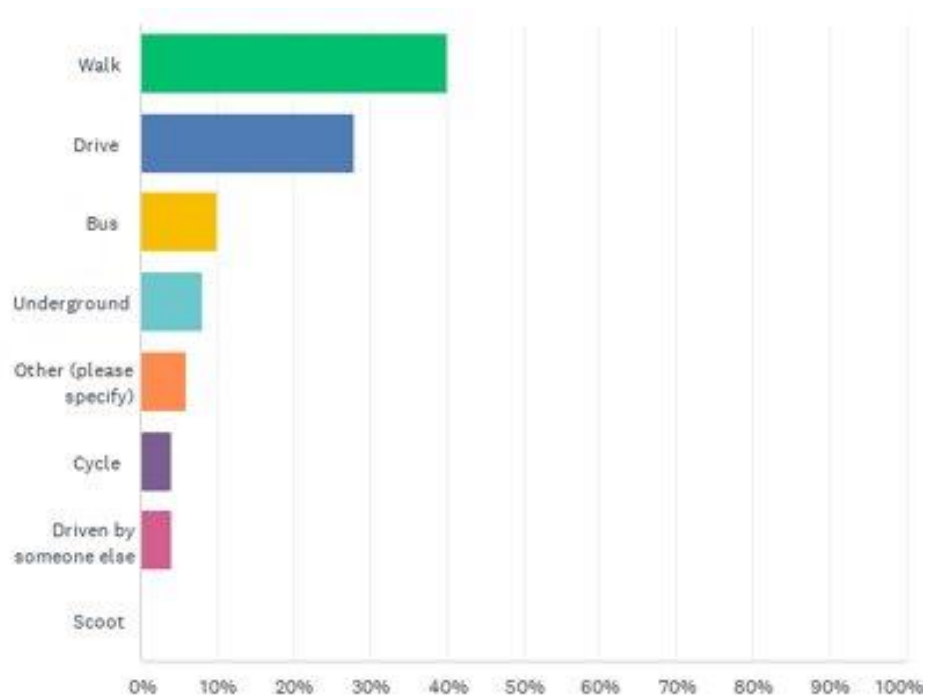


Fig 9 Tokyngton Avenue traffic filter (without central bollard)

Specific survey responses

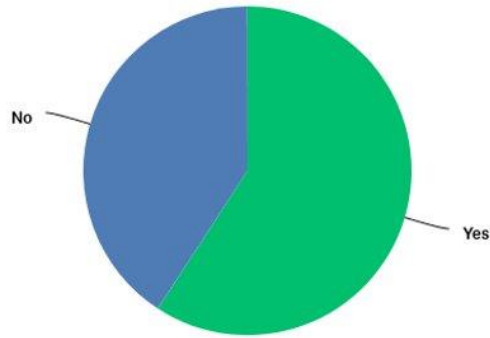
How do you usually travel around the area?

A significant majority usually walk – so the reluctance to trial a filter, which benefits those walking and cycling is surprising.



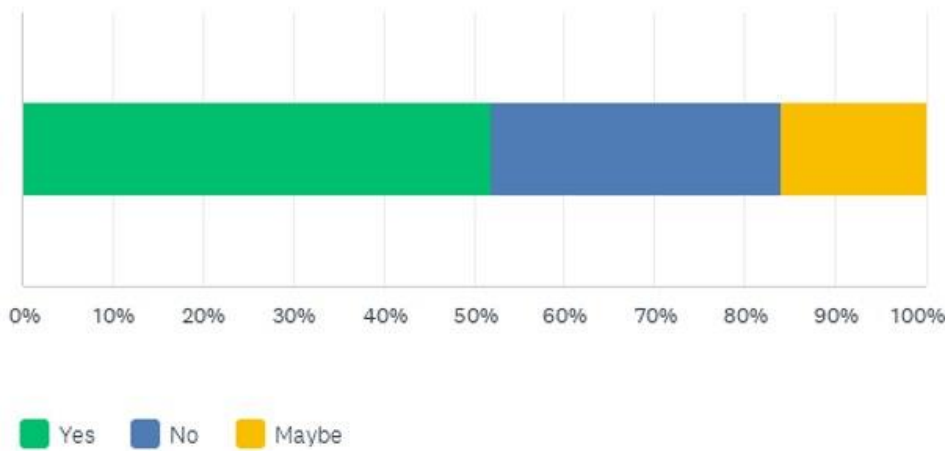
Are you affected by issues caused by motor traffic?

Almost 60% of respondents said “yes”. Although 40% said they were unaffected by traffic, 47% regarded speeding as a problem and 45% were disturbed by noise and pollution.



ANSWER CHOICES	RESPONSES	
Illegal or careless parking	50.00%	19
Speeding cars	47.37%	18
Noise increases stress or disturbs my sleep	44.74%	17
Pollution	44.74%	17
Irresponsible driving	31.58%	12
Rat running traffic (cutting through)	28.95%	11
Other (please specify)	23.68%	9
Aggression and road rage	18.42%	7
Traffic doesn't affect me in a negative way	13.16%	5
Children cant play out	10.53%	4
Road is dangerous for walking	10.53%	4
Afraid to cycle on the road	10.53%	4
Cant organise social street events	2.63%	1
Unattractive street space	0.00%	0
Pavements not cared for	0.00%	0
Total Respondents: 38		

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



52% of survey respondents do want the Council to take action on traffic and a further 16% said “maybe” depending on the options.

What would make your street lovely?

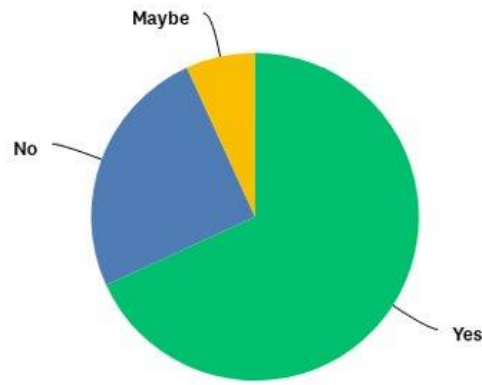
All over Brent, residents want to see front gardens restored with greenery, and yet, residents continue to opt for paved front gardens where cars are parked, rather than on the road.

Less traffic is the joint highest priority:

ANSWER CHOICES	RESPONSES	
Green and attractive front gardens	54.17%	26
Less traffic	54.17%	26
More trees and flowering bushes	54.17%	26
Residents who look out for each other	43.75%	21
Places to sit and rest	41.67%	20
Relaxing street space where children can play out	31.25%	15
Safe routes to school for children walking/ cycling	31.25%	15
Fewer lorries, vans or motorbikes	31.25%	15
Easier to cross my street	29.17%	14
Quiet streets where you can talk easily	27.08%	13
Street events to meet neighbours	25.00%	12
Cars off the pavements	22.92%	11
Other (please specify)	22.92%	11
My street is already lovely	16.67%	8
Space for cycling safely	8.33%	4
Friendly people who want to stay long term	0.00%	0
No aggression or road rage from drivers	0.00%	0
Streets for play	0.00%	0
Total Respondents: 48		

Could you change your driving habits?

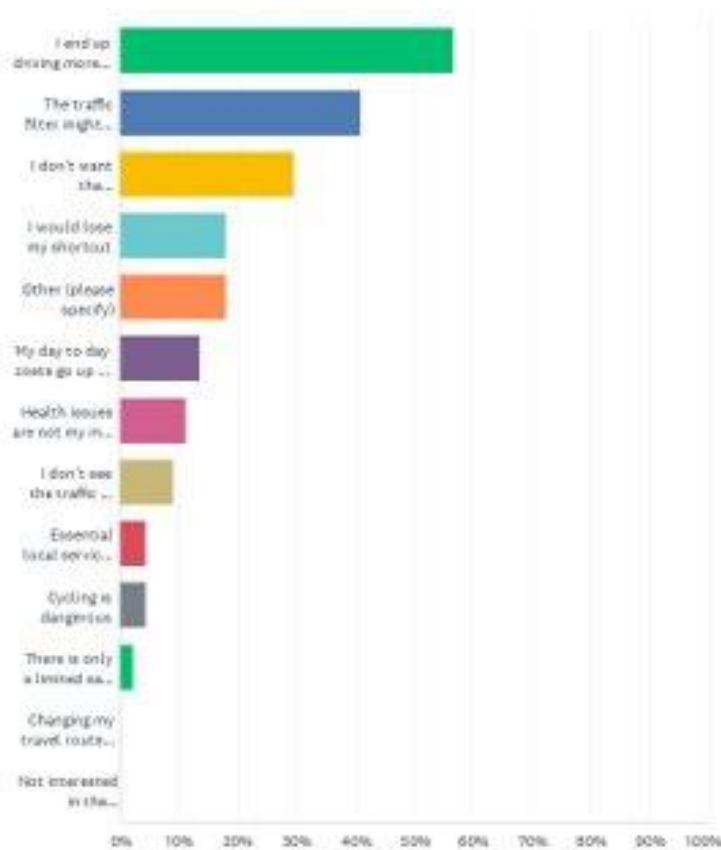
Residents of Tokyngton and Wembley are ready to change their travel behaviours where they can, once a week if given the right support and encouragement, as this result shows:



Do you have a disability that makes walking difficult?

A large proportion of respondents to the survey have mobility issues – with 27% selecting “yes”, equating to 13 people. Of these, 6 routinely drive and 9 want to see exemption for people with disabilities

Reasons you would not support a “traffic filter”?

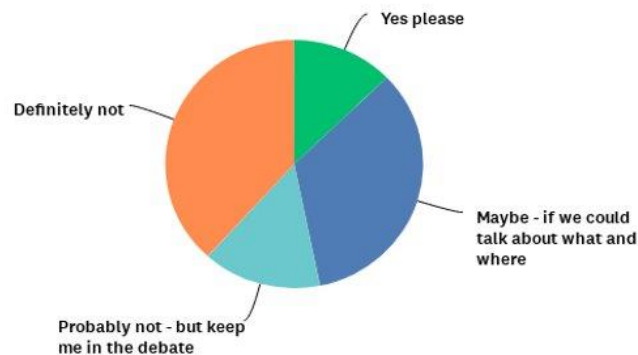


The majority of survey respondents are inconvenienced by finding new travel routes, expecting to spend more time on busy main roads. For them, the disadvantages outweigh the benefits. However, there is also concern among 40% residents that more traffic will be displaced to their street. The data shows that residents of London Road, Wiggington Road, Nettleden, Berkhamstead and Rosemead appear among these respondents.

ANSWER CHOICES	RESPONSES	
I end up driving more on busy roads	56.82%	25
The traffic filter might bring traffic onto my street	40.91%	18
I don't want the inconvenience	29.55%	13
I would lose my shortcut	18.18%	8
Other (please specify)	18.18%	8
My day to day costs go up (eg taxis, carer fees)	13.64%	6
Health issues are not my main priority	11.36%	5
I don't see the traffic as a problem	9.09%	4
Essential local services are too far away	4.55%	2
Cycling is dangerous	4.55%	2
There is only a limited safe cycling network	2.27%	1
Changing my travel route is awkward	0.00%	0
Not interested in the community	0.00%	0
Total Respondents: 44		

Would you consider a traffic filter on your street?

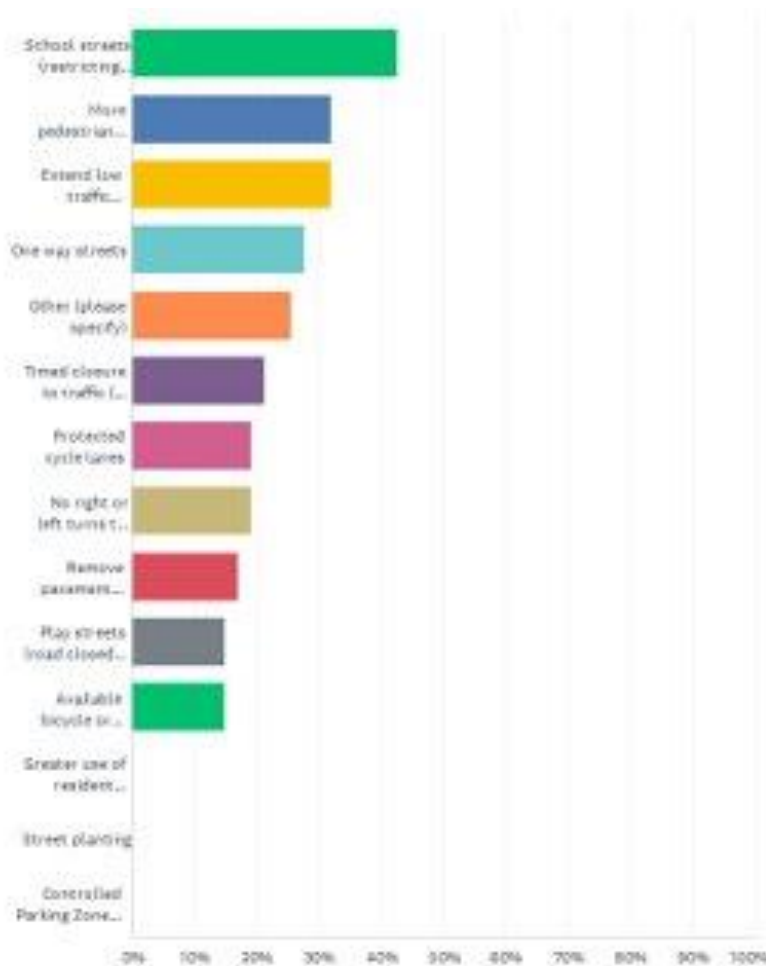
There is a low level of support for a traffic filter. This is also reflected in the Street Chats on Tokyngton Avenue, where none of the residents wanted the planters to remain. However, 34% selected “maybe” which suggests there is a conversation to be had about options for traffic reduction measures – confirmed in the popularity of school streets below.



ANSWER CHOICES	RESPONSES	
Yes please	12.77%	6
Maybe - if we could talk about what and where	34.04%	16
Maybe - if we can choose additional improvements such as planting / cycle hangar etc	0.00%	0
Probably not - but keep me in the debate	14.89%	7
Definitely not	38.30%	18
TOTAL		47

Other measures to control traffic

School streets and other times traffic restrictions are popular, along with better provision for people who choose to walk, including more pedestrian crossings. “Other” responses are dominated by parking related comments.



ANSWER CHOICES	RESPONSES	
School streets (restricting traffic around schools at drop off and pick up times)	42.55%	20
More pedestrian crossings with longer crossing times	31.91%	15
Extend low traffic neighbourhoods to protect more residential streets	31.91%	15
One way streets	27.66%	13
Other (please specify)	25.53%	12
Timed closure to traffic (eg at peak hours only)	21.28%	10
Protected cycle lanes	19.15%	9
No right or left turns to deter use of side streets	19.15%	9
Remove pavement parking	17.02%	8
Play streets (road closed for play events)	14.89%	7
Available bicycle or scooter hire	14.89%	7
Greater use of resident exemptions alongside the traffic filter	0.00%	0
Street planting	0.00%	0
Controlled Parking Zone (residents pay for a permit to park on street)	0.00%	0
Total Respondents: 47		

Resident suggestions to reduce traffic, reduce dependency on cars, and improve how the scheme might work

Action on parking

- *Close off Monks-Park road leading to Tokyngton Ave during event days.*
- *Controlled parking at certain times of the day to encourage commuters who live nearby to walk to the station rather than drive a short distance to my road and park.*
- *Have short parking restrictions, say 9 – 10am, like Ealing Council does*
- *Stop neighbours hiring forecourts for people attending Stadium events. This creates excessive traffic and problems for us. They park on the road and block neighbours.*

Action on pavements

Brent Council should repair the footpath on Tokygton Road and Tring Ave, concentrate on repairing footpaths as you cannot safely use a pushchair, problems from Harrow road to Berkhamsted Road.



Fig 10

Harrow Road pavements illustrating the damage caused by vehicles accessing front garden parking.

Action on greening with its health benefits

Planting more trees. Create more green squares and parks. London is most known that in heart of great metropolis you can find beautiful hidden parks, known by residents. This is the best we can do for future. Look more after wildlife in borough. Invest in health and lifestyle more. Encourage residents to green modern ideas.

Other ideas

- Limit delivery hours
- Reopen resident access to field beside Elsley Primary School as local outdoor space for activities and exercise
- Control division of homes into bedsits – some have up to 4 cars

More one-way streets and filters. We have a traffic filter but 60% of out of area vehicles still drive through them as there are no camera enforcement (just a sign).

This resident is choosing to make her run to school using public transport and walking, rather than driving, but finds it an unpleasant experience, wishing it to be a greener and more pedestrian friendly route:

More public transport, safer walking routes, and greener walking routes. My school run takes me on Jubilee line to Wembley Park and I have to walk from Wembley Park along Forty Lane to Kings Drive with my kids. It is the most desolate traffic choked depressing walk to school - and the cars fly by hordes of kids packed onto the narrow pavement of Forty Lane.

6 lanes for cars and a skinny pavement for hundreds of kids walking to school. The narrow pavement for its foot traffic volume is dangerous and there is nothing natural, beautiful or relaxing about Wembley Park station or Forty Lane.

Please green up bus stops, train stations and walking routes. Make Brent the green borough. I really believe if streetscapes are beautiful and greener, people behave better - as life feels less stressful.



Figure 4 - Location of Brent Healthy Neighbourhood schemes.

The map illustrates 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.



Fig showing the remaining traffic filter on Tokyngton Avenue

In the original scheme, through-traffic is removed from residential streets across the neighbourhood, relieving Tokyngton and a series of roads including Bovingdon, Wigginton and Aldbury, extending the quiet of the cul de sac. At the northern end, additional residential roads would have improved: Cecil, Walrond, Lonsdale, Rosemead and London Road all experiencing reduced through traffic and the negative impacts of noise and speeding. There was the potential to offer a range of benefits for the area, particularly around Elsley Primary School.

The area could be easier for residents to use and park and commuters would need to detour to access their preferred parking space and streets could be quieter and more pleasant.

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

However, the scheme may have some negative impacts, notably for residents on Berkhamsted, Flamsted, Tring and Nettleton which remain open and continue to provide a through-route to motor traffic from the A404.

Conclusions

The focus of the scheme around the Tokyngton & Wembley area could be Elsley Primary school streets – possibly extending it to include more streets, rather than introducing traffic filters which have not garnered much support. In the street chats, residents of Tokyngton Avenue were not experiencing heavy traffic, although speeding is an issue.

The picture of support specifically for the filters is as follows and equates to 22/51 responses (43%).

Tokyngton - 4
Wigginton - 3
Berkhamsted - 3
Beatrice - 2
Jesmond - 2
London Road - 1
Bovingdon - 1
Rosemead - 1
Clifton Ave - 1
St Augustus Ave -1
Waverley - 1

No one from Cecil Avenue, which would significantly gain in the original scheme, has lodged their support.

Once the London Road part of the scheme can go ahead, it may be worth revisiting the network of streets which would benefit in this Healthy Neighbourhoods and involve them in reshaping the scheme – a significant minority above were prepared to consider traffic filters on a wider cohort of streets

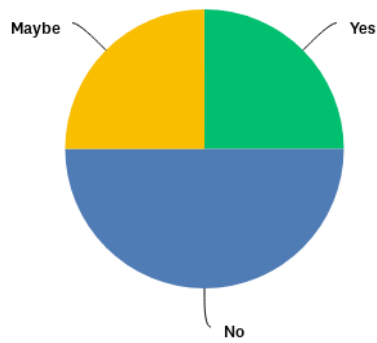
Recommendations

1. Remove the traffic filter on Tokyngton Avenue
2. Re introduce scheme with resident involvement once London Road options are possible, along with a potential extension of the school streets scheme to reduce school traffic impact.
3. Consider controlled parking at certain times of day to limit commuter parking
4. Speeding control measures on Berkhamsted / Tring and Nettleden and Cecil, Sylvia and Tokyngton.
5. Repair pavements to ensure they offer safe walking routes

APPENDIX 1

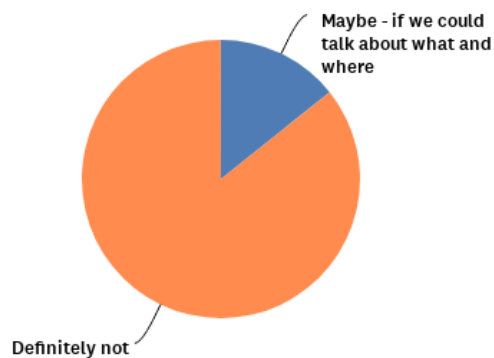
London Road – 10 respondents

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



Yes- 3
No- 5
Maybe - 2

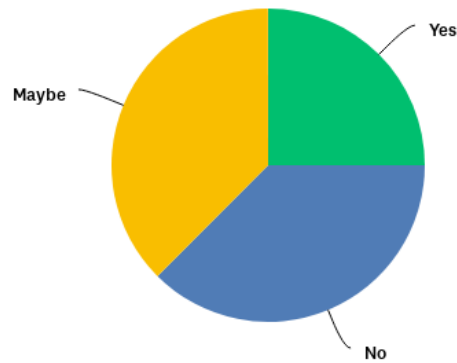
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



No- 7
Maybe – 1
Probably not - 1

Tokyngton Avenue – 8 respondents

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

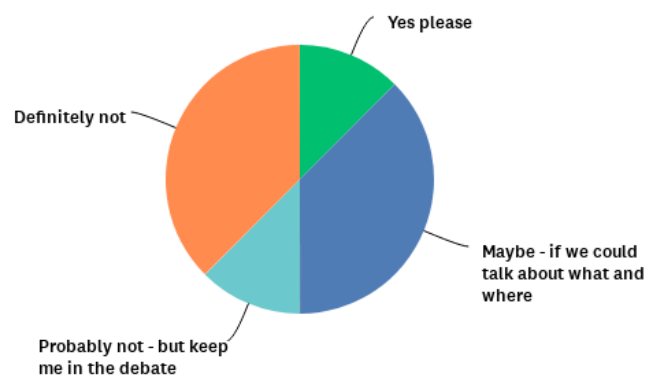


Yes- 2

No- 3

Maybe - 3

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



Yes- 1

No- 3

Maybe – 3

Probably not - 1