

Information about Brent Healthy Neighbourhoods



Stonebridge & Harlesden 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 Stonebridge and Harlesden 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 “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 / 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 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 (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– and must therefore be paid for in a different way.

Brent Healthy Neighbourhoods Programme

Brent is facing a challenge with regard to traffic levels and communities 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 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.

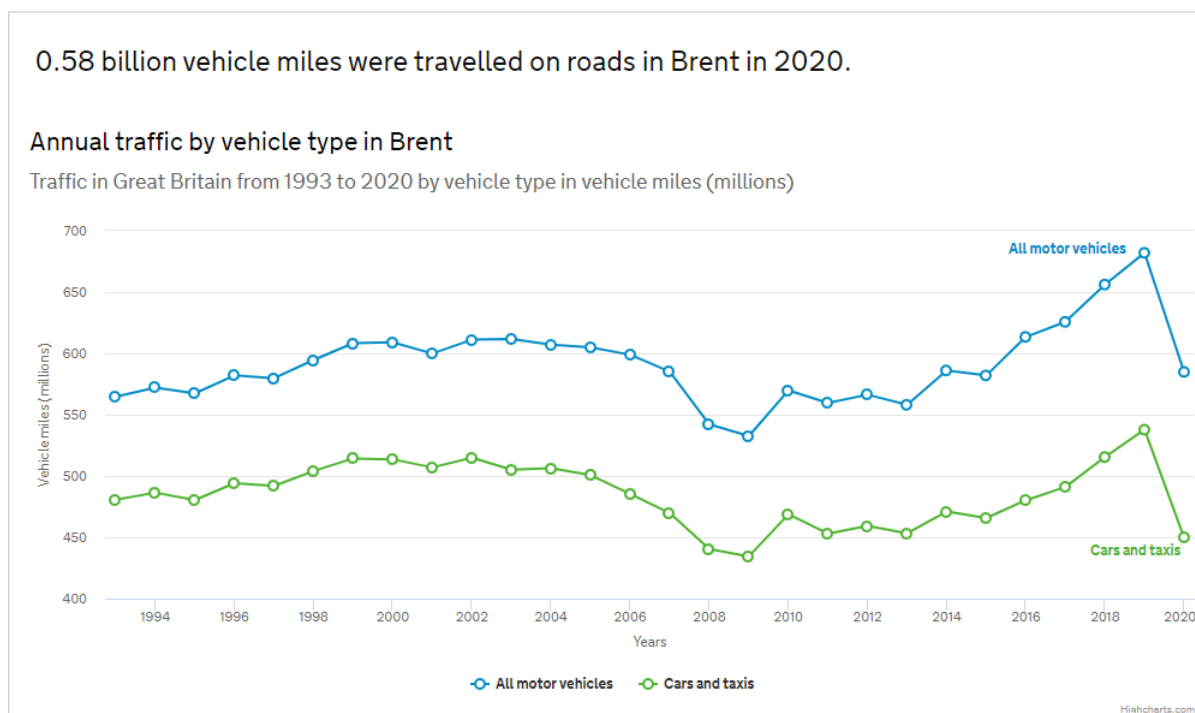


Figure 1 – Annual traffic by vehicle type in Brent (Source: Road Traffic Statistics from the Department of Transport)

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.

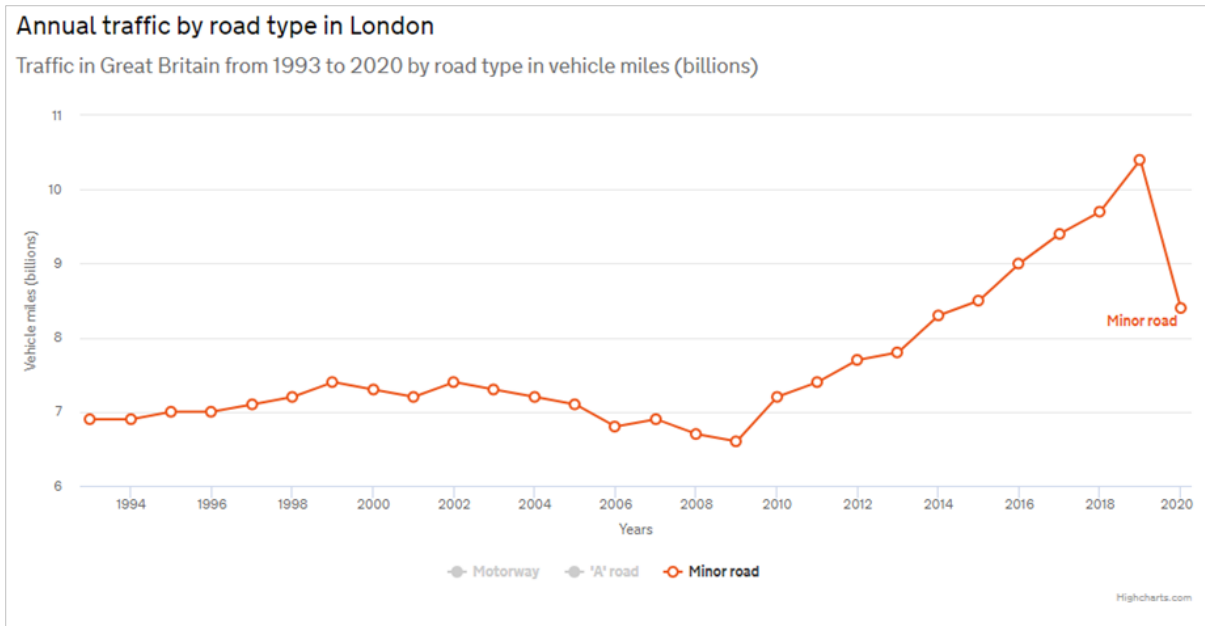


Figure 2 – Annual traffic by road type in London (Source: Road Traffic Statistics from the Department of Transport)

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 Healthy & 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 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. It may be the case for heavy goods and diesel vehicles, but most cars are compliant already.

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 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)

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"*

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% of the population 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.

Existing Stonebridge & Harlesden transport context

Harlesden is home to around 17,162 people with a further 16,903 people living in Stonebridge. (2011). The two wards are conjoined, Stonebridge being far larger in terms of geography, and together they are bounded by Tokyngton (Wembley), Welsh Harp (Neasden), Willesden Green and Kensal Green.

These wards are bisected by the Bakerloo line serving the stations of Stonebridge Park and Harlesden to the South and the Jubilee line serving Neasden to the North, and numerous frequent bus services.

Roads offer good connections across the wider area, linking residents up to shopping and retail provision in Wembley, Brent Cross or even Central London via the Westway, and make transport by road attractive for residents, despite the congestion.

The A406 North Circular is the major road serving these wards, carving its way along the length of Stonebridge ward, linking the area with Neasden in the north and the A40 Westway to the south.

The east-west railway lines create significant severance, putting pressure on the few road routes that cross them, contributing to significant congestion and use by heavy vehicles. Secondary roads include Neasden Lane (B453) which connects to Church Rd (A407). The A404 forms the northern boundary for the Healthy Neighbourhood and links from Wembley in the west through sections named Hillside, Craven Park, Craven Park Road, Manor Park Road and High Street, crossing the railway into Scrubs Lane. Brentfield Road links the A404 northwards to the North Circular at Brent Park, providing a convenient route for the Harlesden and Stonebridge areas. Acton Lane (B4492) provides the southern boundary of the Healthy Neighbourhood and is a busy artery through Harlesden and across the railway.

In terms of cycling infrastructure, there does not appear to be any provision of cycle lanes on Acton Lane, similarly on High Street Harlesden, Park Parade, Manor Park Road, Craven Park Road or Crownhill near the school.

With heavy traffic moving through the area, this is likely to leave cyclists vulnerable, sharing the road space with lorries, fast moving vans and cars. There also appear to be few secure bicycle storage hangars.

Harlesden ward is made up of established older properties from the late 19th Century with some historical features in the shape of the Jubilee Clock (1888) as well as several large prominent churches. The centre of Harlesden is a busy shopping area of largely independent shops and

community services, fed by Craven Park Road and ringed by a one-way road system that carries heavy lorries and articulated lorries at times. By contrast, Stonebridge ward is more mixed and includes older properties and a large amount of much more recent redevelopment, particularly around the A404. It is largely residential aside from some ground floor retail and some community and sports uses along the A404.

Upcoming housing projects may further impact on the area with developments planned for Hillside and Milton Avenue (73 properties in blocks up to 7 storeys) as well as the large Hyde development on Winchelsea Road (278 properties) which opened at the end of 2020. The huge Old Oak Common development at Park Royal will see a vast brownfield site developed with a vision to ultimately build 13,800 homes with a rail interchange connecting to HS2 and Crossrail. Park Royal's design show three tower blocks expecting to house over 800 properties. Residents are anticipating years of construction lorries as well as the traffic generated from the completed development such as supermarkets and residents.



Figure 2 - Cycle hangar for secure cycle storage in Cricklewood

The Healthy Neighbourhood Area

The area chosen for the Healthy Neighbourhood scheme is a small section running across the Harlesden and Stonebridge wards. It is bounded by the railway lines to the south and by main roads on all other sides (A404 along the northern and eastern boundaries and Acton Lane to the south) and is bisected by the Jubilee line. Historically, a pedestrian tunnel ran under the railway between Baker Road and a footpath leading to Winchelsea Road, however this was blocked off at some point and is inaccessible.

The Harlesden part of the Healthy Neighbourhood is primarily late 19th century/ early 20th century semi-detached housing. Boundary roads include a mix of terraced and detached properties and a significant area of ground floor retail units with apartments above.

The dense urban environment of Harlesden is generally busy with people and traffic, mainly using the area as a through-route rather than a destination and suffering from pollution and noise. The streets identified by the Healthy Neighbourhood are currently impacted by daily through-traffic and associated congestion, particularly along Greenhill Park and Nicoll Road. Nicoll Road Nursery lies within the Healthy Neighbourhood while several other schools lie just outside, including Harlesden Primary School, John Keble Church of England School, Claudine's Catholic School for Girls and Little Angels Nursery, meaning that large numbers of children pass through these streets on a daily basis.

The Stonebridge part of the Healthy Neighbourhood largely comprises more recent development built since the late 20th century and including terraced single-family housing and apartments. Some older terraced housing has been retained on Milton Avenue and around Winchelsea Road alongside some mid-century apartments on Knatchbull Road.

The Stonebridge area is divided by Winchelsea Road/ Knatchbull Road which provides a connection between Acton Lane, the A404 Hillside and Brentfield Road. Several residential roads connect into the wider road network including Shakespeare Road to the north and Emerald Road, Lawrence Avenue and Mordaunt Road, connecting into Winchelsea Road. The residential streets of Stonebridge are relatively full of parked cars, largely belonging to residents and often parked close to junctions making passage difficult for other vehicles and making conditions unsafe for pedestrians.

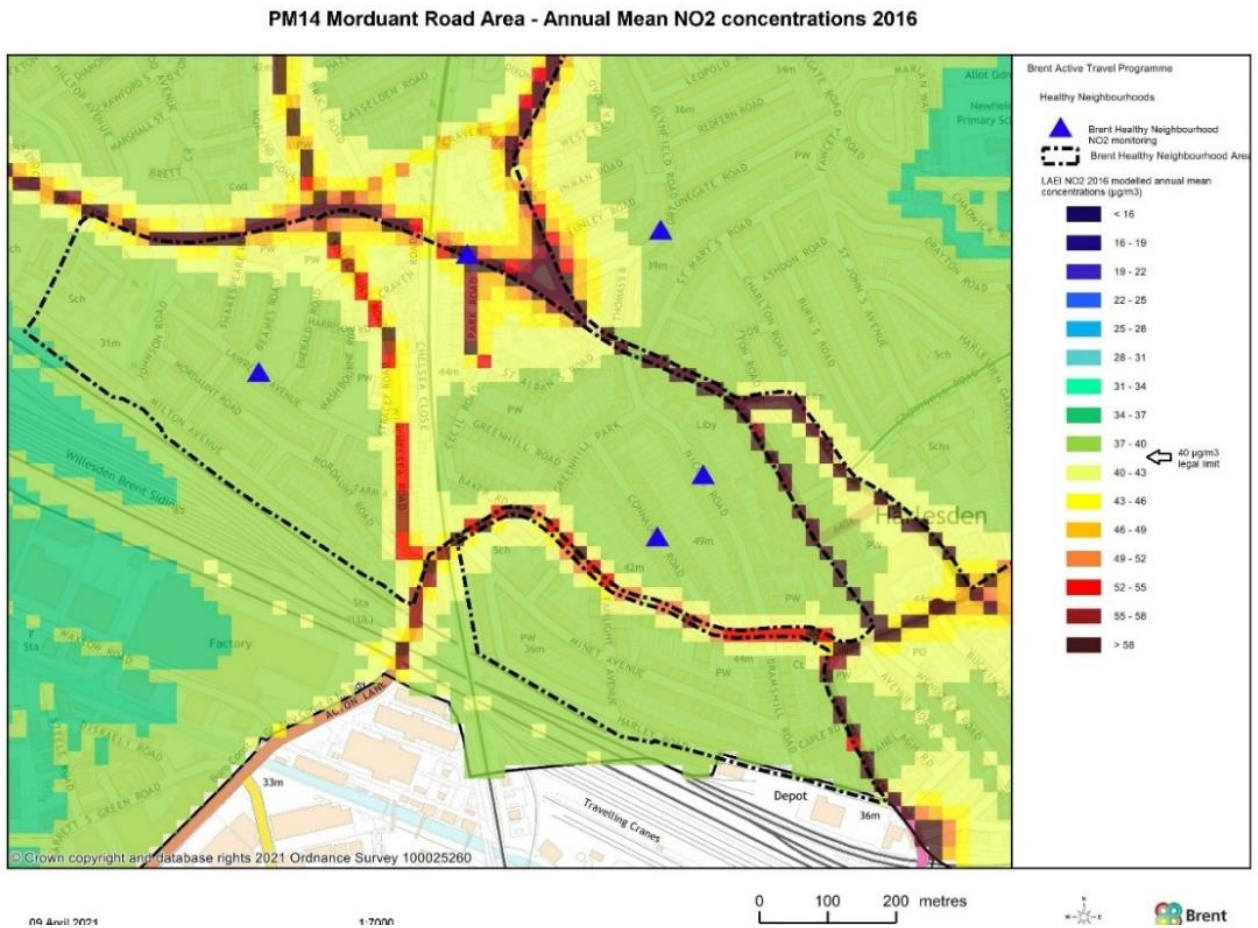
Stonebridge includes a public green space and small play area at its centre and Stonebridge School and Our Lady of Lourdes Catholic Primary School on Shakespeare Avenue (just beyond the western end of Lawrence Avenue).

Active travel provision in the area overall is limited and cyclists are likely to avoid the main roads, preferring to find the quieter backstreets. There have been recent calls for the Council to complete their proposed Wembley to Willesden cycle route which was announced in January 2018 but has been suspended in the past year.

Walking around the wider area showed some successful historical road closures, for example on Minet Avenue, south of the Harlesden area, protecting Harlesden Primary School, and on Bramshill Road near the children's play area, with gated streets and a safer traffic environment.

Air pollution data below shows the worst pollution for Stonebridge and Harlesden is very much focussed around the main roads Craven Park Road and Acton Lane where the NO₂ concentrations show 66.37, far above the legal limit. But the whole area is affected, bordering the legal limit and clearly negatively impacted by heavy traffic emissions.

Fig 4 – Air quality measurements of NO₂ across Harlesden & Stonebridge (2016)



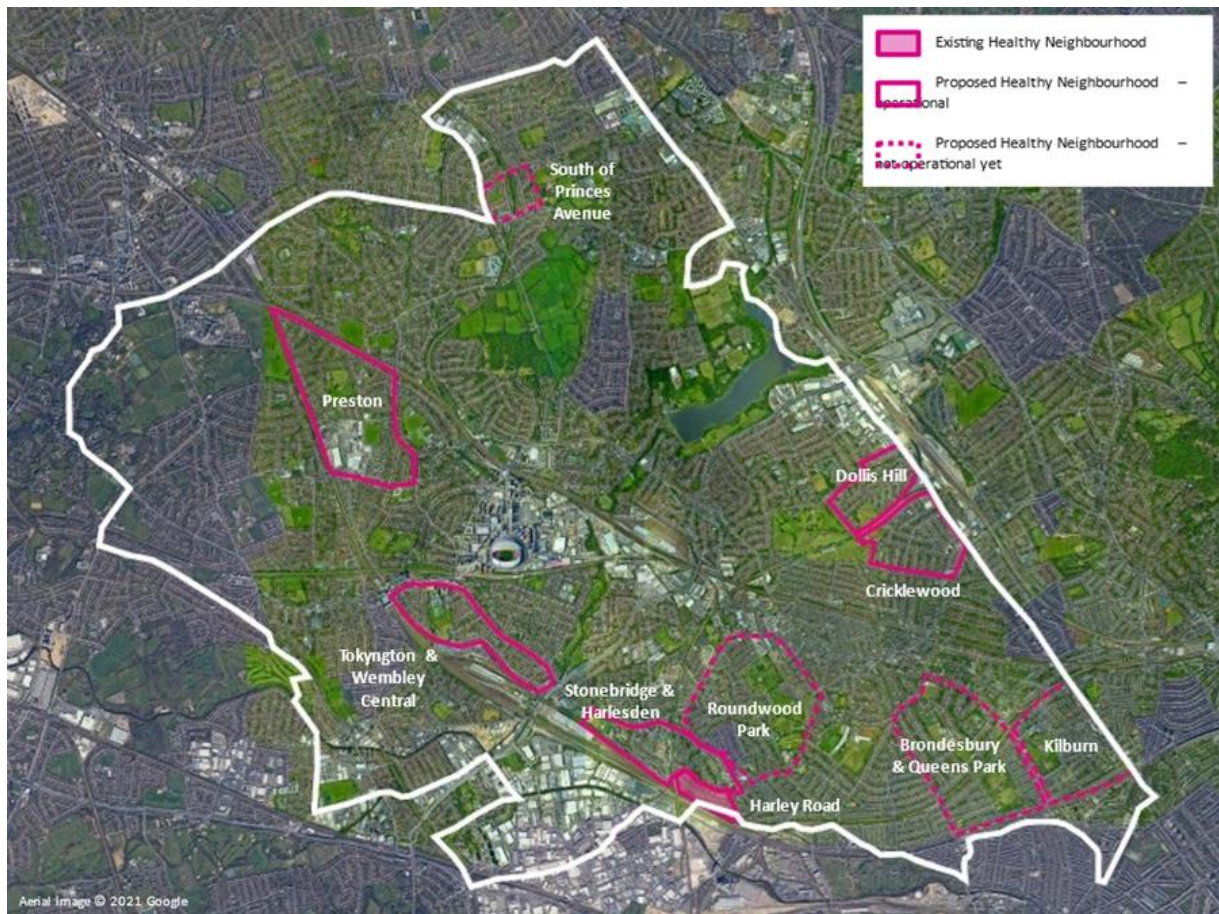


Figure 5 - Map illustrating the series of Healthy Neighbourhood schemes developed across Brent, some working together across a larger area to ensure a network of quietways for walking and cycling.

Harlesden & Stonebridge Healthy Neighbourhood Scheme



Figure 6 - Existing 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 objective, the original scheme introduced a series of 'modal filters' on Lawrence Avenue, Mordaunt Road and Nicoll Road. Existing one-way restrictions and turning restrictions were retained.

Motor traffic currently uses the area's streets to avoid congestion on the boundary roads. On the Stonebridge side, traffic cuts between the A404 Hillside and Acton Lane to avoid congestion on Winchelsea Road/ Knatchbull Road and at the A404/Brentfield Road junction, using roads including Shakespeare Road, Lawrence Avenue and Mordaunt Road as cut-throughs.

On the Harlesden side, traffic cuts between Acton Lane and A404 Craven Park Road to avoid congestion around the local centre and gyratory system. Traffic cuts along Greenhill Park, or via Nicoll Road and Connaught Roads and may also use Baker Road, Cecil Road, Park Road and St Albans Road.

Traffic volume data collected by Brent Council shows that Greenhill Park sees an average of 1,373 vehicles each day while on Craven Park Road, the average is 18,193 and Hillside, 18,230.

The communities of Stonebridge and Harlesden see themselves as different and, during the course of the engagement, there were calls for the process to address them separately; to some degree this was achieved, offering some different activities for each.



Figure 7 - Lawrence Avenue, Stonebridge

Stonebridge & Harlesden 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.

Engagement option	Numbers taking part
Walkabout	5 (Stonebridge)
Resident meeting	13
Online meetings (2)	7

Online or hard copy surveys	117
Street chats	35
Resident association meeting	-
Councillors	1
TOTAL	187

Top 5 streets responding to the Healthy Neighbourhood survey:

Both Burns Road and Redfern Road are north of Craven Park Road and should be responding to the Roundwood scheme which is their nearest.

Nicoll Road	12
Connaught road	11
Craven Park	7
Redfern Road	7
Burns Road	5

Overarching themes of resident feedback

There is considerable support among residents of this area to address traffic levels and other problems caused by motor vehicles. Traffic is affecting residents' quality of life, not just in terms of congestion, but also noise (52% of survey respondents), pollution (57%) and aggressive or inconsiderate driver behaviour (43%) leading to dangerous conditions for cyclists and pedestrians, as well as families and children walking to school or nursery. Speeding has been highlighted in Winchelsea Road and as the top priority across the Healthy Neighbourhood, with **60%** of respondents selecting it in the survey.

In addition, the type of traffic which Harlesden experiences includes lorries and heavy goods vehicles, using residential streets to avoid the busy main roads. There is a reasonable fear that large scale developments in the Park Royal area will increase this type of traffic even more.

Concerns were voiced by some residents that the traffic reduction measures may lead to traffic displacement to neighbouring residential streets or add to busier main roads such as Acton Lane.

a) Traffic issues affecting the Harlesden & Stonebridge area

Stonebridge

- Mainly a peak hours traffic problem, generated by the availability of a cut through from the Acton Lane.
- An otherwise quiet estate is impacted by school traffic for Our Lady of Lourdes (off Hillside) and Stonebridge Primaries with parents driving their children to school. The former has 220 on the school roll and Stonebridge has 335, meaning a considerable daily influx of traffic to the narrow streets of the estate.
- Parking appears to be a key issue, with these small roads heavily parked already with resident's cars and lack of parking enforcement around yellow lines. There does not appear to be a Controlled Parking Zone in this area which increases the likelihood of non-local vehicles taking advantage of parking space.

Harlesden

- Wider traffic issues and Craven Park Road's connectivity with a major road network makes the centre of Harlesden an area in conflict – between people and vehicles. Its identity as a vibrant retail centre full of independent shops and both settled and transient immigrant communities (African, Portuguese, African Caribbean), with families and schoolchildren out on the streets, is at odds with heavy traffic trundling through, seeing Harlesden as simply a direct route to industrial estates or building sites nearby.
- Illegal and dangerous driving behaviour is common – disregarding no entry signs and driving on the pavement. In addition, when faced with other types of road user (cyclists) on narrow roads drivers plough ahead irrespective of the risks to others, deterring people from choosing active travel. 25% of survey respondents said the road was too dangerous for cycling and 24% said the same for walking.

Drivers, in particular taxi drivers and delivery drivers, use our street as a short cut and drive very fast up Connaught Road and don't slow down when we are trying to cycle along the road or get in and out of the car on the street side.

People just don't feel safe when they walk because either drivers don't stop or there isn't enough time to cross the road especially if you're walking with small children.

- A cohort of residents is reliant on cycling as their mode of transport and they highlight the lack of active travel provision across the area – with few safe cycle routes, not enough space on the road, as well a need for places to store bicycles securely

We cycle to work and Harlesden Station is the worst with potholes, no cycle lanes, bad driver behaviour and no police around.

- Noise from cars and their passengers – sound systems blaring out, either parked or sitting in traffic of residential streets leaves residents stressed.

b) Specific reasons the scheme is not supported

- Some residents, particularly those who drive, fear longer journeys in traffic and more circuitous routes to travel to and from home.

Reducing traffic is important but it is not achieved by making residents drive further because our road is blocked off. We now spend longer on the road and drive the number of journeys. It's not a helpful measure

- Reliance of the Stonebridge healthy neighbourhood scheme on **Shakespeare Road** as the key exit from the Stonebridge estate. However, illegal parking along both sides and on yellow lines, often by commercial vehicles, squeezes two lanes down to one, preventing easy access both in and out of the street. Regular parking enforcement is called for.
- Modify the scheme to allow ease of access to Acton Lane via Mordaunt Road and it is likely to be supported.
- Traffic measures on Nicoll Road shifts cut through traffic to Connaught – so consider closing the “neck” of the cut through at Greenhill Park



Fig 8 - Mordaunt Road

c) Specific reasons the scheme is supported

There are reasonable levels of support across the area for healthier and more sustainable forms of transport, alongside the real negative impact traffic has on day to day lives in this area. Less affluent households not owning vehicles should also benefit from the scheme - they are reliant on walking or public transport and will enjoy quieter streets. 40% of survey respondents walk as their usual mode of transport, and only 27% drive.

I'm glad this initiative is being taken and I hope the Council will commit to it - I was very disappointed when the plan to close one end of my street (Nicoll Road) was seemingly abandoned despite the installation of planters and bollards. It seems it was just quashed by defiant drivers with little to no resistance or retribution - I would be delighted if my road was closed to traffic

During the engagement, residents of Nicoll Road told stories of how life had changed during the trial with the road closed last winter allowing children to play with their parents in the snowy streets, as well as safer walking to school.

Some residents highlighted problems with the particular design of this scheme, although less with the overall ambition. Many of these concerns can be overcome with modifications to the design, extending it to additional roads where displaced traffic may occur.

In general, there was a recognition that the trade-off for quieter, safer streets will be some extra inconvenience for driving.

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

Residents are unhappy that the scheme was trialled for such a short period, and that the remaining signage has been wilfully disregarded by drivers, with no comeback which they see as undermining any future scheme.

The problem is the barriers were taken out too quickly and as soon as they went the traffic went up again. My young son and his friends got quite used to seeing a road with less traffic making it easier to cross the road, but now it's back to how it was before.

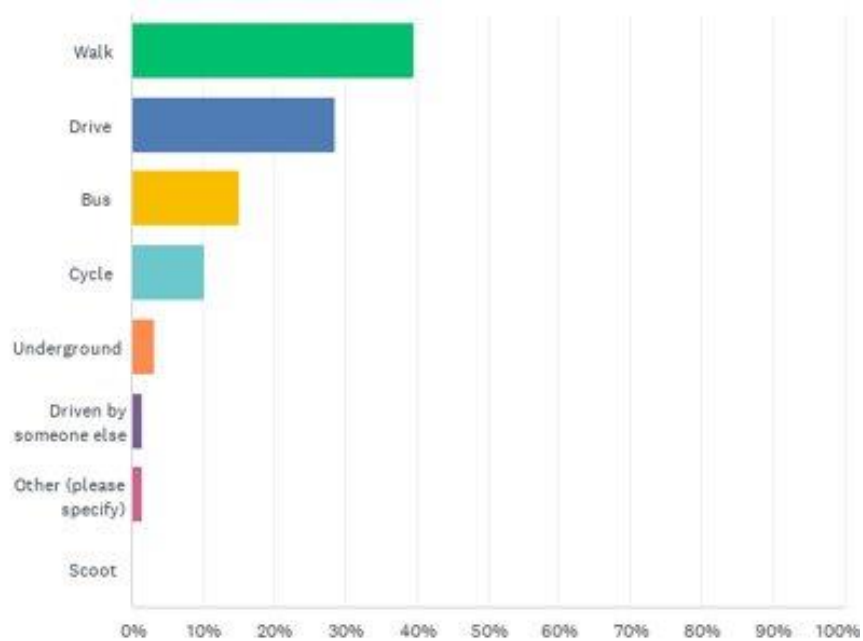


Fig 9 – Station Road

Specific survey responses

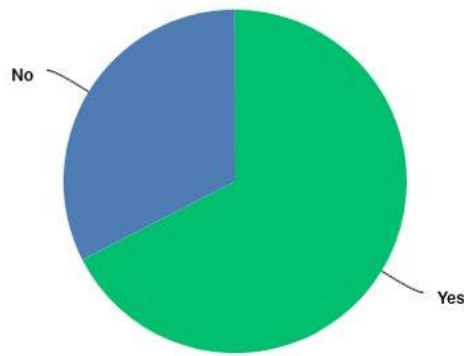
How do you usually travel around the area?

Most residents rely on walking and there is a large gap between this mode of transport at 40% of respondents and those who drive at 27%. Buses are fairly well used at 17% and the main roads operate a number of reliable bus routes. Cycling is around 10%



Are you affected by issues caused by motor traffic?

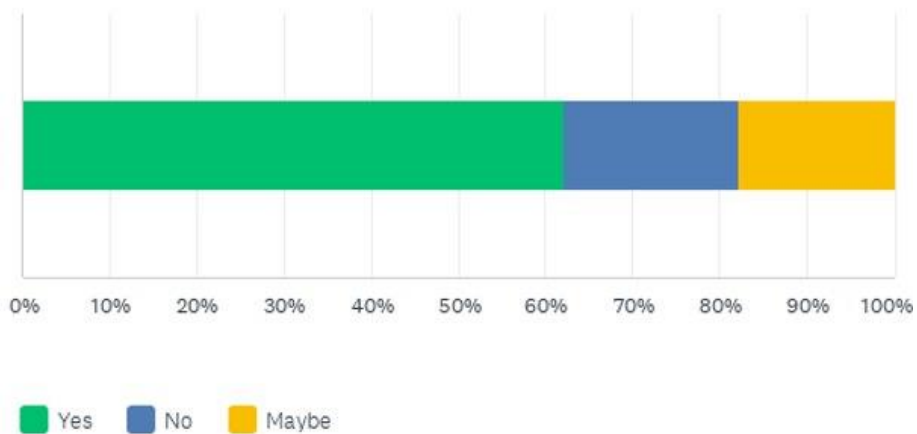
A large majority of 68% of respondents were affected, and 33% said they weren't. Mainly from speeding cars (60%), pollution (57%) and noise, disturbing their peace and rest (52%). Irresponsible driving was a significant number at 42% and rat running identified by 42% of respondents. People were afraid to cycle or let their children out to play.



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

Again, a large majority of 62% wanted the Council to take action, with a further 18% willing to consider action, depending on what that meant.

A particular problem is the increase of motorcycles and business vans parked on our street. Motorcycles are particularly noisy and take up valuable parking spaces as do business vans which should not be parked on residential roads overnight.

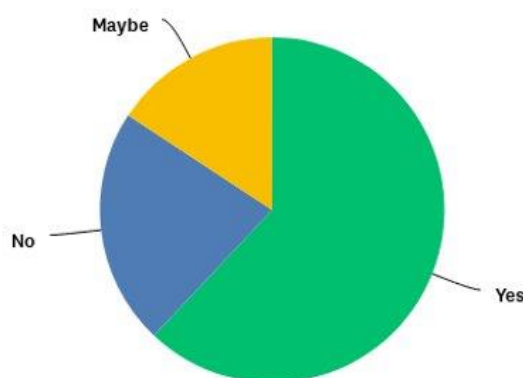


What would make your street lovely?

Greenery, trees and flowering shrubs are the main request from residents, also wishing to see more front gardens restored (62%) as many are converted to parking lots. Less traffic was also a priority with 53% wanting to see that change, while 46% want fewer vans, lorries or motorbikes. Safe Routes To School for walking and cycling was popular, with 40% of respondents (51 people) selecting this option.

Could you change your driving habits?

61% said they were willing to reduce their overall car usage and 16% would consider it, while 24% felt they could not change -perhaps reflecting those who do not currently drive.



Do you have a disability that makes walking difficult?

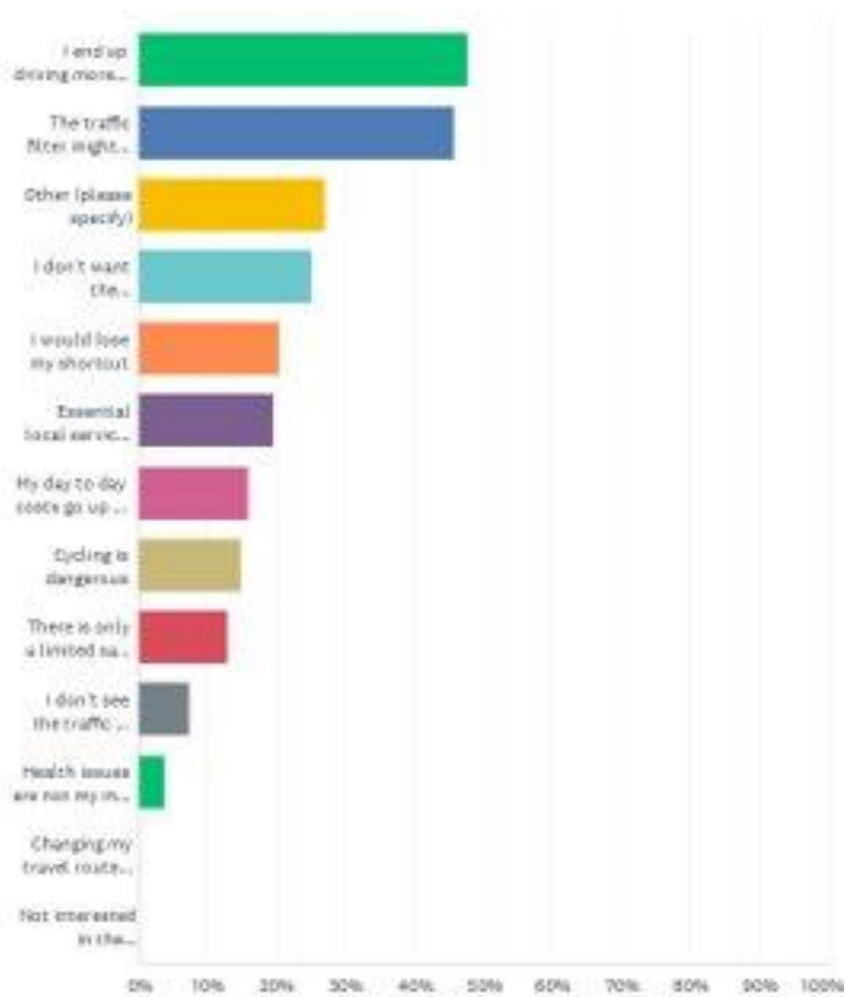
21 people among the respondents (17%) had a disability that affected their walking, and their main concern was both for us to consider the impact of the Healthy Neighbourhood traffic reduction measures on visiting family and carers (44%) and wanted to be involved in reshaping the scheme design (41%). A significant proportion – 13 people (38%) wanted exemption to drive through a camera controlled barrier.

Reasons you would not support a “traffic filter”?

Responses here were evenly split between drivers who would spend more time on busy main roads (47%) and residents afraid the measures would displace traffic into their road (45%). Connaught Rd residents have been particularly concerned about this as they saw a massive increase in cut through when Nicoll measures were introduced.

Other reasons included losing a shortcut (21%) and not wanting the inconvenience (25%).

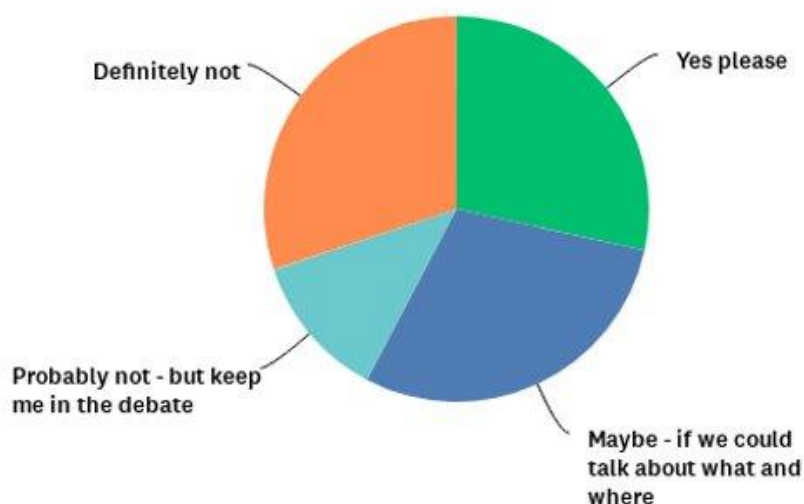
The condition of the roads for cyclists also featured with 15% saying cycling was too dangerous as an alternative to driving and 13% saying the area lacked a safe cycling network



ANSWER CHOICES	RESPONSES	
I end up driving more on busy roads	47.66%	51
The traffic filter might bring traffic onto my street	45.79%	49
Other (please specify)	27.10%	29
I don't want the inconvenience	25.23%	27
I would lose my shortcut	20.56%	22
Essential local services are too far away	19.63%	21
My day to day costs go up (eg taxis, carer fees)	15.89%	17
Cycling is dangerous	14.95%	16
There is only a limited safe cycling network	13.08%	14
I don't see the traffic as a problem	7.48%	8
Health issues are not my main priority	3.74%	4
Changing my travel route is awkward	0.00%	0
Not interested in the community	0.00%	0
Total Respondents: 107		

Would you support a traffic filter on your street?

A healthy 30% said yes with a further 29% who would consider it “maybe”. 31% were against the idea and a further 11% said “probably not”.



Other measures to control or reduce traffic

Residents want to see:

- limits placed on the number of cars each household can have
- better enforcement of traffic management including with CCTV
- prevention of households being split into HMO's
- controls on noise pollution from cars
- demand for more on street and visible policing including speeding, but aligned with the social problems in the area relating to violence and drug abuse, illegal gambling
- Pelican crossing at Acton Lane / Bramshill Road
- Halt on building more housing development in the area

There are no traffic calming measures on Craven Park Road – it is currently used as a race circuit by some cars and bikes.

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

- Nicoll Road closure to be extended to Connaught Road and / or Greenhill Park, one option may be to place Connaught road closure at the Acton Lane end.
- Mordaunt Road closure removed to allow resident easier access to South
- Work with schools to reduce levels of children driven to school
- Improved levels of parking enforcement around the Stonebridge area
- Stronger deterrents for heavy traffic cutting through Harlesden
- Ambitious improvements in cycling infrastructure across the area -safe, protected bicycle lanes including along arterial routes such as Harrow Road and Scrubs Lane, a network of traffic free/ controlled quietways, secure bicycle parking and prioritise cyclists at junctions and fines for reckless or dangerous driving.
- Better signage for Healthy Neighbourhood schemes – giving clear advance notice to drivers so they are fully aware of any measures when they enter the side streets.
- more electric charging points
- action to prevent front gardens becoming car parks and area greening
- “green ambassadors” in each street to follow up environmental issues such as fly tipping, pollution, street safety, tree planting and better maintenance of parks

Options for modifying the Healthy Neighbourhood

Original design



Figure 10 - Current Healthy Neighbourhood Scheme

In the original scheme, modal filters are used on Nicoll Road, Mordaunt Road and Lawrence Avenue to prevent through-traffic from cutting through residential streets to avoid the boundary roads (Acton Lane, A404 Hillside / Craven Park Road). There is significant congestion on these boundary roads, but this should not be diverted into residential areas at the expense of streets where families should be able to live safely and peacefully. A proportion of residents' may also be deterred by these measures from using their car for short journeys due to a need to join the main roads and rather than using existing shortcuts.

In the Stonebridge area this scheme has the potential to offer a range of benefits, notably much quieter, traffic-free streets for families to reclaim for social time and play, especially after school. It can provide easier access on foot to the play area by Lawrence Avenue and safe routes to school from all streets as well as a network of quietways for cyclists to use, encouraging cycling as a means of transport.

The disadvantages relate to those who regularly use a vehicle. For those residents living to the west of Mordaunt Road closure, to reach Acton Lane heading south they would need to join the A404 Hillside via Shakespeare Road and continue via Knatchbull Road / Winchelsea Road to join Acton Lane. When the roads are busy, this may seem like an unreasonable delay. Residents of the western side of Stonebridge become reliant on Shakespeare Road for access and any delays or obstructions in this area could add to all journey times.

In the Harlesden area, the scheme delivers benefits to Nicoll Road which is protected from through-traffic, though residents may have to travel further along Acton Lane to reach their street and would be unable to exit directly onto Craven Park Road. Other streets are not protected by the closure and may see additional traffic that would previously have used Nicoll Road.

Option 1 Stonebridge



Figure 11 - Option 01 – Stonebridge

In this alternative scheme, Mordaunt Road is reopened, allowing residents easier access to the south and Acton Lane. The Lawrence Avenue closure is retained to remove through-traffic, providing a quieter environment around the park. It may also provide a quieter environment at the eastern side of Stonebridge School, working in tandem with the School Street at the western end.

Based on the walkabout and street chats, residents seemed to support retaining the Lawrence Road closure, recognising the value for children on the estate.

Option 1 Harlesden



Figure 12 - Option 01 - Harlesden

In this alternative scheme, the closure point on Nicoll Road is moved further north to the junction with Craven Park Road, effectively protecting Connaught Road, Nicoll Road and Greenhill Park from through-traffic. By closing this junction to traffic, it also provides a safer environment for pedestrians moving along Craven Park Road.

Traffic that still wishes to cut through the area may be more inclined to use Baker Road, Cecil Road and St Albans Road or Park Road, however the existing one-way restrictions protect the area from southbound traffic. Levels of traffic on these roads should be monitored during the trial to see the impact of through-traffic.

Conclusions

From **survey results** and feedback throughout the engagement, including street chats, resident meetings and online forums, residents have generally welcomed the opportunity to trial measures that would reduce traffic.

The feedback across the two areas has helped shape the recommendations to modify both the Stonebridge and the Harlesden parts of the scheme.

Taking into account only the respondents who live within the Healthy Neighbourhood scheme boundary, we can see in Harlesden on Nicoll Road, 67% of survey respondents wish to trial the filter while on Connaught Road, 36% wish to trial it, with a further 36% saying “maybe”. Uncertainty in Connaught may be due to the negative impact caused by the Nicoll Road filter in terms of shifting displaced traffic to this street.

The **Street Chats** spoke face to face with 13 residents of Connaught Road of which 8 support it directly and 3 are unsure or not concerned. Most respondents were shocked at how bad the traffic had become as a result of the Nicoll Road closure and wanted action taken to protect their street.

8 residents of Nicoll Road took part in the street chats and of these 7 were supportive of the filter.

In the Stonebridge area, far fewer residents took part in the surveys, or any form of engagement. The most productive approach was knocking on doors for the street chats to ask about the traffic filter on Lawrence Road. From these 12 conversations, on the understanding that Mordaunt would be opened up again, 6 residents of Lawrence Rd supported the traffic filter. Parking was the primary concern for many other residents, as well as illegal parking on Shakespeare.

The **walkabout** in Stonebridge undertaken with 5 residents helped to shape our scheme option 1, with Lawrence filter remaining and Mordaunt removed, a suggestion they all supported.

Lawrence – 2 people responded to the survey – one agreed to the filter and one said “probably not”, but both agreed on issues with parking and there was support for timed measures, school streets and extending the low traffic neighbourhood

Mordaunt – only 1 person responded, looking for less traffic overall and cars off the pavements. They wished to see more cycle lanes and more pedestrian crossings. In terms of the filter, they said “maybe” would agree to it.

Recommendations

- | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Remove Mordaunt Road closure point |
| 2. Relocate Nicoll Road traffic filter to the junction with Craven Park Road |
| 3. Develop lorry traffic controls across the Healthy Neighbourhood area, including Craven Park Road and Acton Lane e.g., lorry ban or tolls / local congestion charge in Harlesden |

4. Invest in a network of protected cycle lanes on main roads, secure storage, bicycle priority at junctions and effective connections outside the area, all clearly signposted / road marked so drivers are aware.

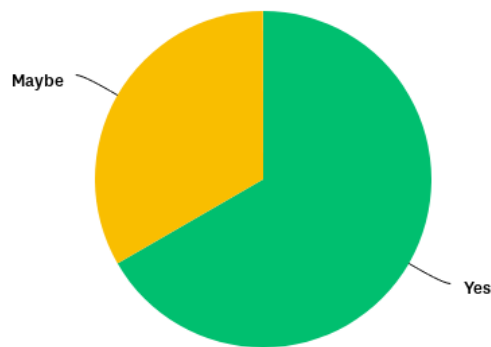
5. Promote a summer programme of play streets to embed the concepts of traffic free streets and child / pedestrian priority across the area

APPENDICES 1

A breakdown of Preston Park's top 5 streets and their responses to **whether they support the council taking action to tackle traffic** and if they would **support a traffic filter on their street**.

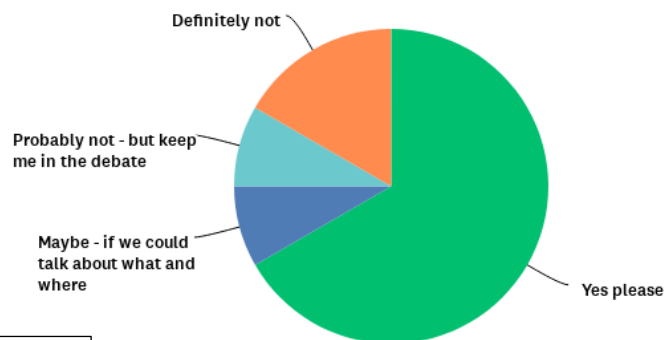
Nicoll Road

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



Yes – 67%
No – 0%
Maybe – 33%

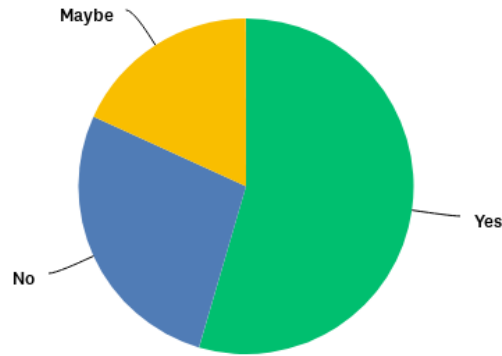
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Yes – 67%
No – 17%
Maybe – 8%
Probably not – 8%

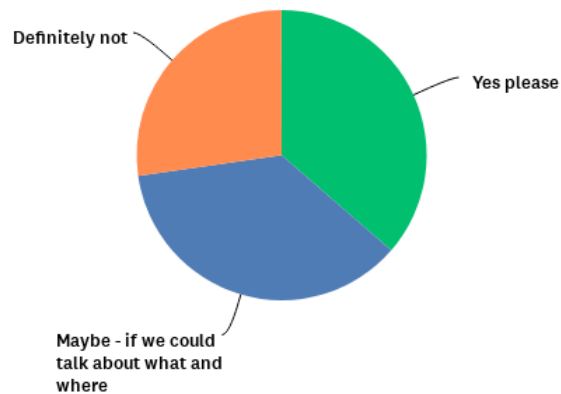
Connaught Road

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



Yes – 55%
No – 27%
Maybe – 18%

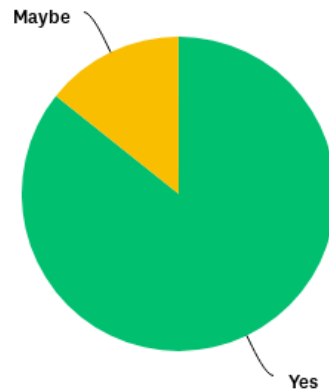
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Yes – 36%
No – 27%
Maybe – 36%

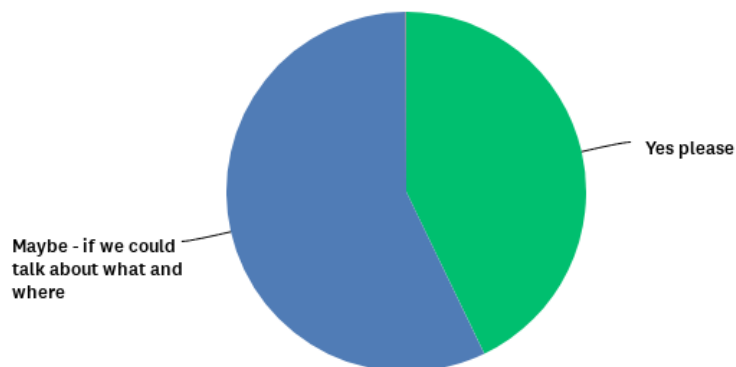
Craven Park

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



Yes – 86%
No – 0%
Maybe – 14%

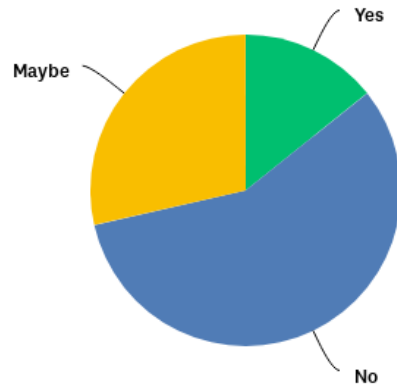
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Yes – 43%
No – 0%
Maybe – 57%

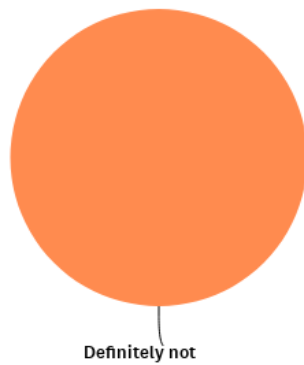
Redfern Road

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



Yes – 14%
No – 57 %
Maybe – 29%

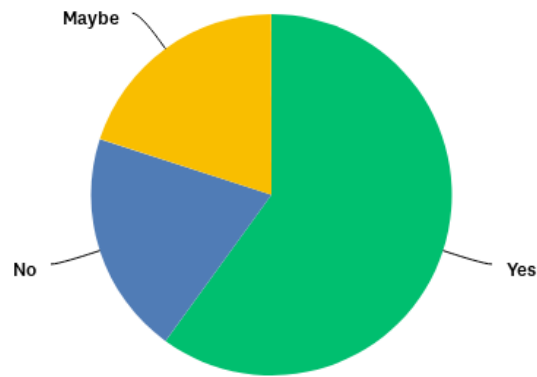
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Yes – 0%
No – 100%
Maybe – 0%

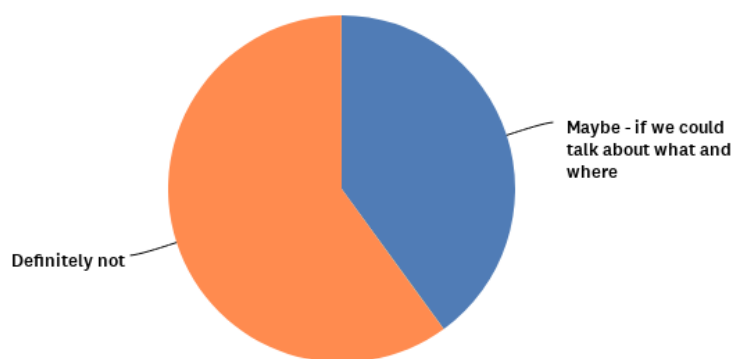
Burns Road

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



Yes – 60%
No – 20%
Maybe – 20%

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



Yes – 0%
No – 60%
Maybe – 40%