

Information about Brent Healthy Neighbourhoods



Roundwood 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 Roundwood 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. Local people would have the opportunity to experience the impact that the scheme may have on the area and provide feedback. 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 isn't 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.

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 Experimental 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 Satellite Navigation technology introduced to vehicles allows drivers to see any route as viable, including residential 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 is 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, parking illegally).

However, there are **funding limitations** for these schemes. The low traffic neighbourhood funding cannot 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 to deliver the London Streetspace plan was allocated to support active travel in the capital. Limited funding was made available, although funding for zebra crossings and cycle or pedestrian infrastructure is not currently part of that package, even where these are located in traffic hotspots near schools. Such road safety interventions would need to be funded through separate programmes such as for Safer Routes to Schools, or a Road Safety improvements programme.

The Council first intended to trial a Healthy Neighbourhood scheme in the autumn of 2020. However, following initial consultation with statutory stakeholders for the Experimental Traffic Order, representations were made to the Council by local residents and interest groups and considered at an Extraordinary meeting of Full Council on 16th October 2020. It was recognised that these schemes can provide benefits in relation to climate change, air quality and health and that many of the concerns raised were in relation to the brief and limited consultation process, preferred by the Government at that time.

Brent Healthy Neighbourhoods Programme

Brent is facing a challenge with 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.

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.

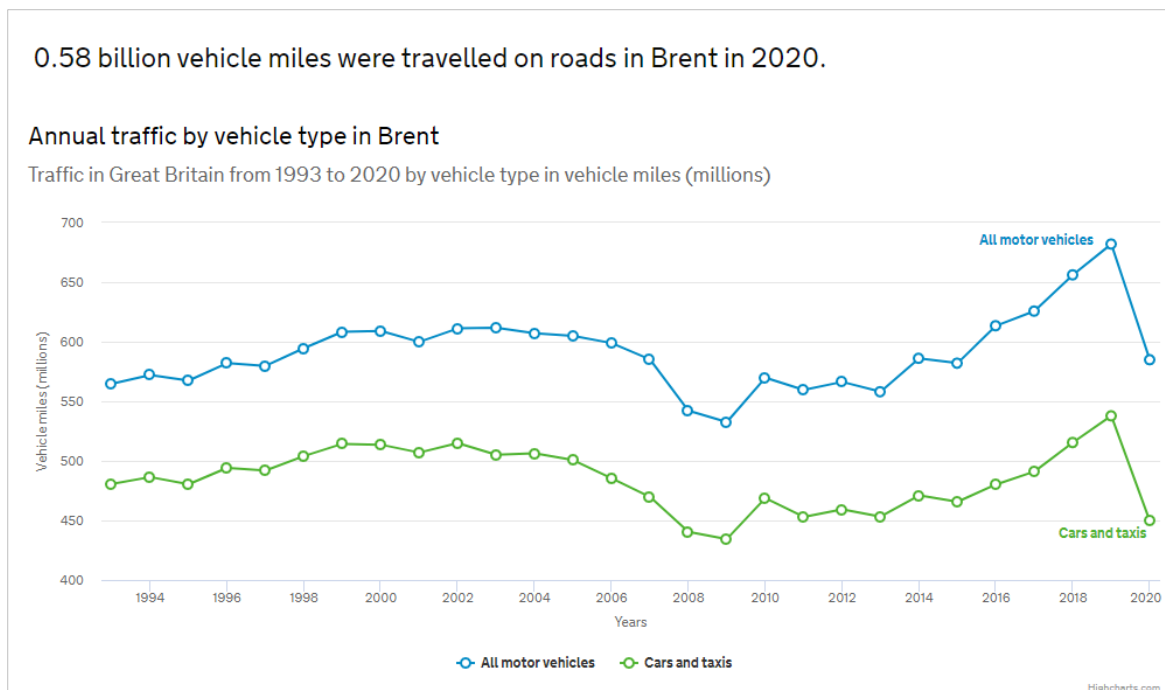


Figure 1 – Annual traffic by vehicle type in Brent (Source: Road Traffic Statistics from the Department of Transport)

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.

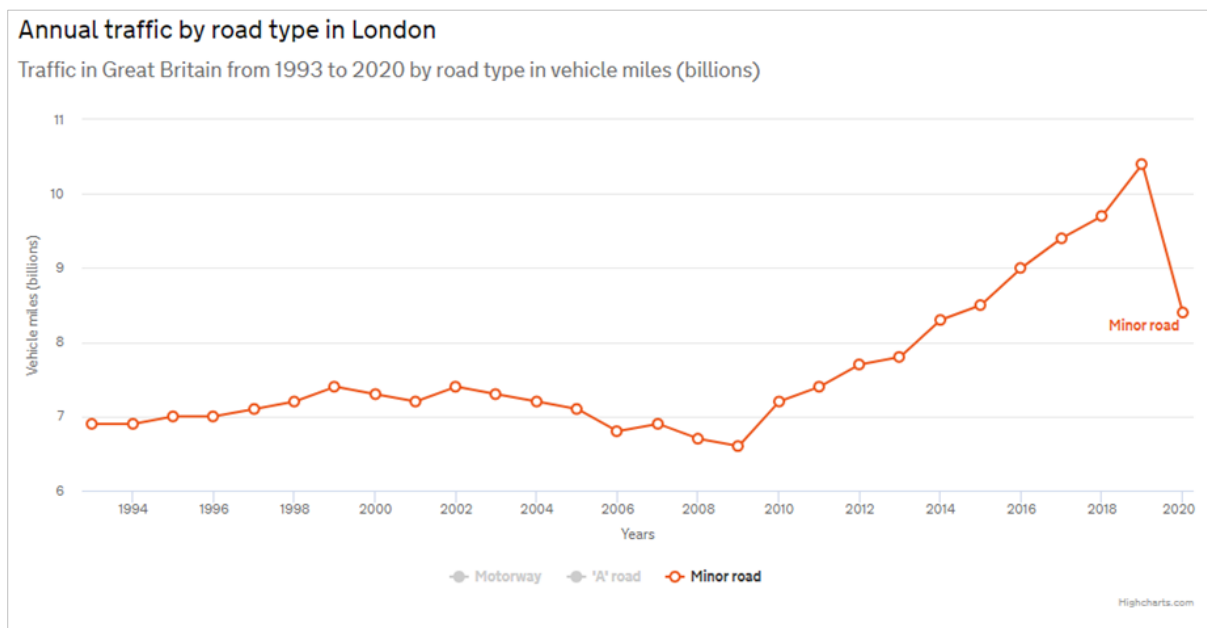


Figure 2 - London annual traffic levels, DfT

The Healthy Neighbourhoods are one way to reduce the impact of this trend which is sharply increasing.

And Brent residents aren’t taking enough exercise – leading to a high incidence of diabetes type 1 & 2, heart disease and obesity across the borough. 54% of adults in Brent are either

overweight or obese and childhood obesity rates are higher than the England average (Brent 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 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)

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 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 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 an alternative. As a result, Brent recognise they need to take action to "support and encourage active travel" in the Strategy.

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 having synergy 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.



Fig 3 Roundwood Road

Existing Roundwood transport context

Roundwood Park currently falls within three wards: the eastern side lies within Willesden Green ward, the western side within Harlesden ward, and small sections in Kensal Green and Dudden Hill wards. Between February and April 2019, Brent Council consulted residents regarding a series of electoral boundary changes, reducing the overall number of Councillors and bringing about changes in how the wards are configured. From the 2022 local elections, the Healthy Neighbourhood area will become part of the new Roundwood ward (Roundwood Park being most prominent feature), with a nearby new larger Harlesden & Kensal Green Ward.

The transport network in this area is dominated by the main traffic artery through Harlesden the A404 (Craven Park Road), linking to Church Road/ High Road (A407), Park Parade (A4000) and Pound Lane / Robson Avenue which hosts the Metroline bus terminal. The North Circular passes within 1.5km, accessible via A407 Church Road and A404 Craven Park Road / Hillside, allowing residents to reach more distant locations.

Within the loop provided by these main roads, the area is largely residential with a network of small, interconnected streets designed for local traffic. These include Fortunegate Road,

Curzon Crescent, Fawcett Road and Drayton Road. At the centre of the neighbourhood is the Roundwood Estate, an area of predominantly social housing served by a complex design of streets and mini roundabouts, unsuited to speed or large volumes of traffic.

Public transport provision is limited, with bus routes limited to the peripheral main roads, with some residents nearly 800m from the nearest bus stop. In addition, the Underground network does not directly serve the area, with stations at Harlesden and Willesden Junction to the south on the Bakerloo line, and at Neasden and Dollis Hill to the north, all lying over 450m beyond the A-road boundaries. Willesden Junction to the south is also connected to the Overground and provides a range of routes to destinations across London.

The residential areas fall within Controlled Parking Zones (HY, HW, HS and HA), restricting ability for non-residents to park in these areas, with short term parking Pay and Display / Pay by Phone spaces to access shops and services in the area. There are also plans for development of the car park area in Church End, with public realm improvements planned to commence in February 2022. The work includes new paving, greening, surfacing, lighting and street furniture. The plans include relocation of the market from the car park to on-street.

The area houses a large number of families and is served by several schools including some religious schools which are likely to attract children from a wider catchment. With larger primary schools, these are a key travel generator in the area, totalling over **2035 children** moving across the area every day in term time:

- Leopold Primary School on Hawkshead Road (school roll of 693),
- Newfield Primary School on Longstone Avenue (school roll of 272),
- St Joseph's Roman Catholic Primary School on Goodson Road (school roll of 508),
- Maple Walk School, an independent school on Crownhill Road (school roll of 172),
- John Keble Church of England Primary School on Crownhill Road (school roll of 390).

To the north, Trojan Industrial Estate is a hub for local employment and has accesses off the High Road and, within Roundwood Park, from Cobbold Road. It is a busy industrial estate which includes both retail and industrial services: B & M Home Store, Brent Plastics, plaster works, food processing and packaging manufacture. The variety of businesses means that the estate generates traffic from employees but also from supply and distribution vans or articulated lorries. Although this traffic shares a section of Cobbold Road with the residential area, the section from the High Road A407 to the estate is distinct from most of the housing and traffic control measures could be incorporated without restricting this key access point for businesses.

There is little cycling infrastructure with the streets and some pavements (Drayton Road, Roundwood Road) dominated by parked cars, lack of cycle lanes, no cycle parking around the shops at Church End, and no apparent secure on-street cycle storage.

Church Path is a traffic-free lane, connecting Fawcett Road with the A407, providing a quiet route for walking and cycling. Residents have commented that this can be an attractive location for crime, deterring greater usage.



Figure 4 - Church Path, of Drayton Road

The Healthy Neighbourhood area

The Healthy Neighbourhood area is primarily residential, with a mix of early 20th century terraced housing and later low-rise flats. There are some schools and retail services spread throughout the area with a vibrant district centre along Craven Park Road to the west.

The Healthy Neighbourhood area is dominated by Roundwood Park with Willesden Cemetery to the north providing further open space. It is a well-loved and elegant park, with a café and provision for young play as well as a skate park, basketball and football space. Longstone Avenue open space and Harlesden Town Garden provide further green space, play facilities and allotments. The area has good quality environmental assets, opportunities for leisure and play, nature and wildlife that can be reach easily on foot or by bicycle supported by narrow residential streets and back lanes.

Work has been done by Brent Council in the past to cultivate an environment suited to walking and cycling by introducing traffic-filters. The most notable is on Chadwick Road which uniquely converted a road into a play and social space. Residents have commented that the community has changed in recent years and the space is not as well used as it could be but is a quiet and safe area available to nearby residents.



Figure 5 - Chadwick Road existing traffic filter

There is an additional closure on Fortunegate Road / Curzon Crescent, effectively limiting Curzon Crescent to resident access only.

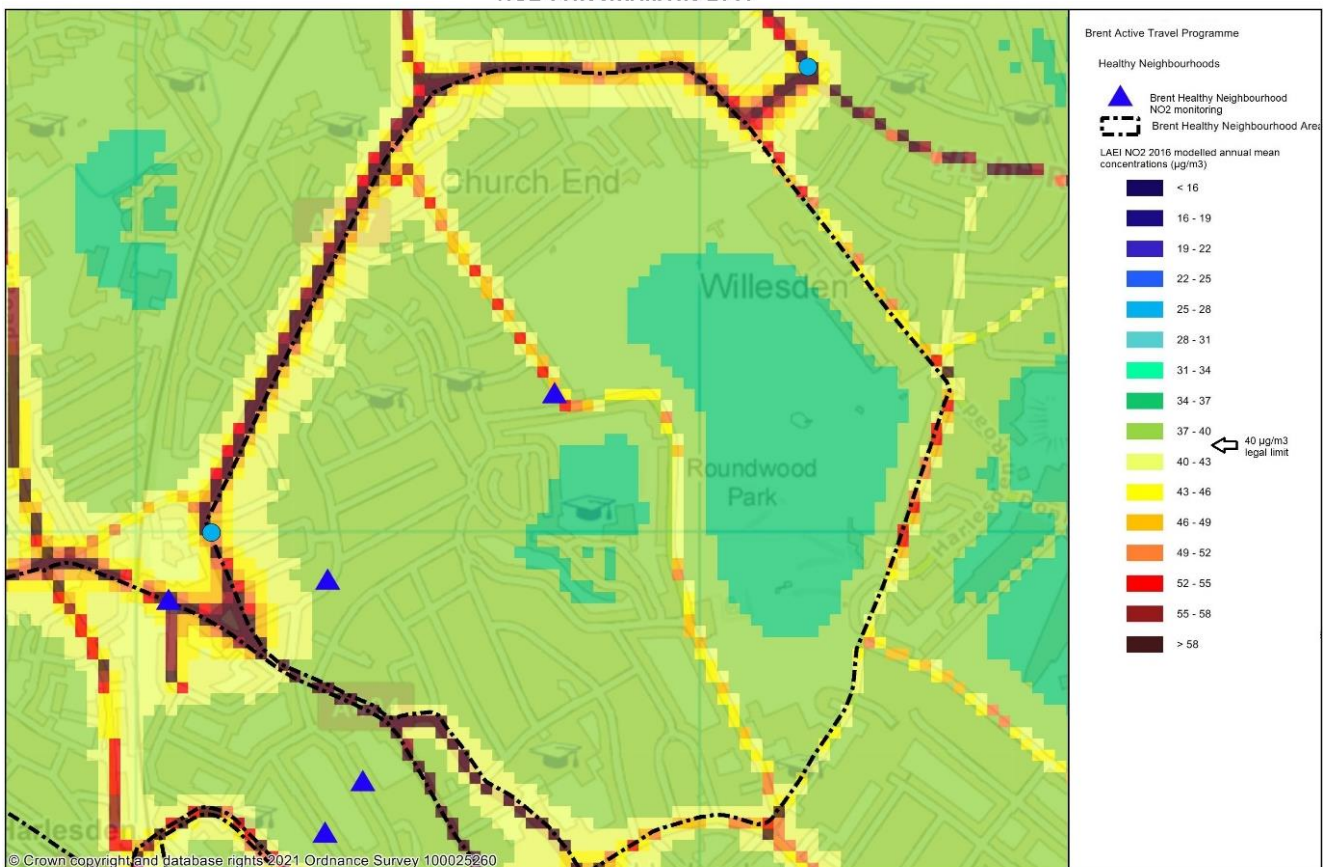
At the boundary, Craven Park Road/ High Street and Manor Park Road have some one-way sections. Many local roads that connect into the boundary roads have turning and entry/exit restrictions, resulting in a complex network. At the northern end, Conley Road, Essex Road, Norfolk Road and part of Church Road were closed off, leaving Suffolk Road, Curzon Crescent (left-in, left-out only) and other Church Road junctions as the main routes in and out of Roundwood.

Before the pandemic, traffic volume data was collected, showing that Fawcett Road and Longstone Avenue were heavily impacted with daily averages of over 4000 vehicles. In addition, Fortunegate Road recorded 3,335 vehicles and Roundwood Road 2,454. Speed data has not been collected but anecdotal reports from residents indicate that often traffic is travelling at speeds over the limit on straight roads.

Other busy roads are Cobbold Road which recorded 2,221 vehicles and likely to be largely commercial, as well as Crownhill Road with 996 vehicles per day, possibly due to access for the two schools but also the volume of traffic circuiting the one-way system in Harlesden.

Air pollution data below illustrates that Roundwood Road is most significantly affected by poor air quality with NO₂ levels registering **46.15ug/m³** in 2016, well over the legal limit of 40. In this image, the parks appear as two lungs for the area, enabling most of the area to maintain lower pollution levels. However, the monitor on Fortunegate Road recorded 39.23 (2016) while St. Joseph's Roman Catholic Primary School monitor on Goodson Road recorded 38.34 in 2019.

PM16 - Roundwood Brent Healthy Neighbourhood - Annual Mean NO₂ concentrations 2016



01 November 2021

1:9000

0 100 200 metres



Figure 6 - Air pollution levels from 2016, Roundwood and Church End

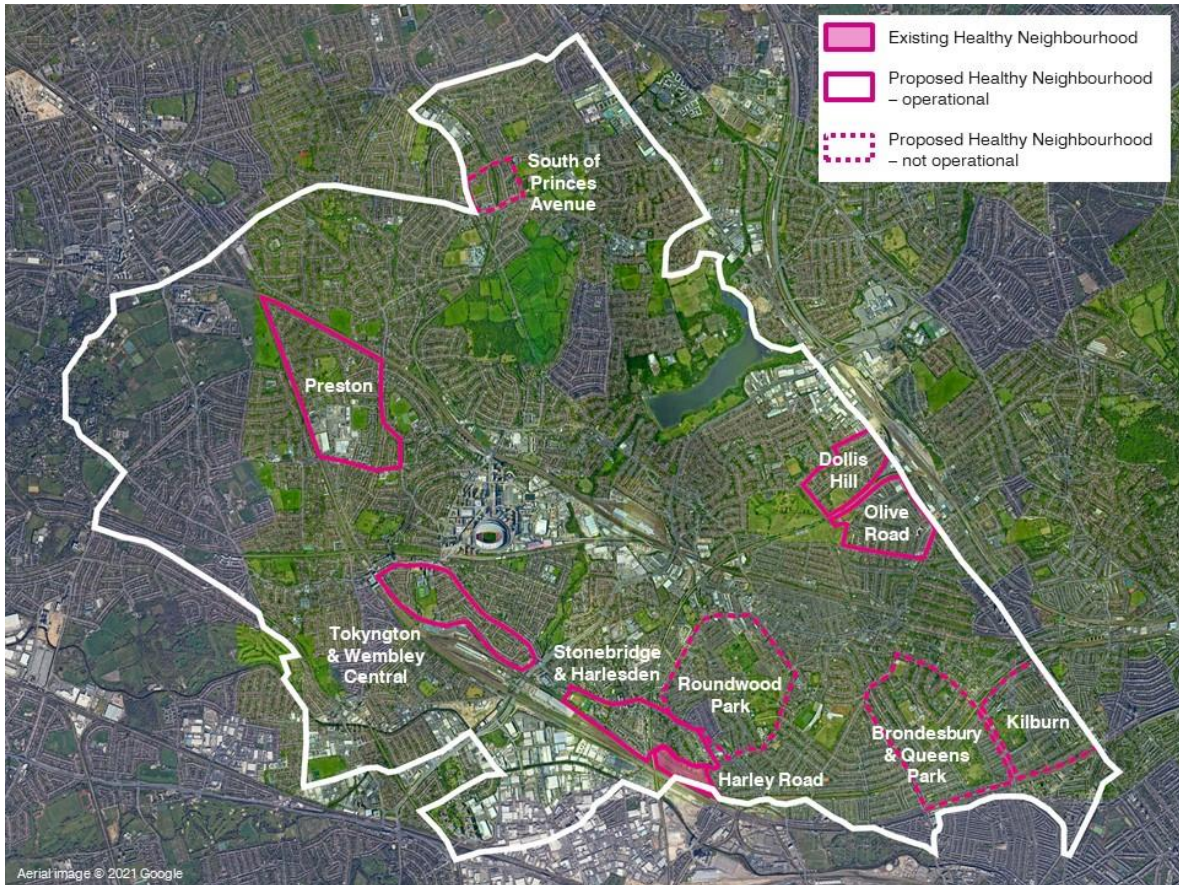


Figure 7 - Map illustrating the series of Healthy Neighbourhood schemes developed across Brent, some working together across a larger area to ensure a network of 'quietways' for walking and cycling.

Roundwood Healthy Neighbourhood scheme



Figure 8 – Roundwood Healthy Neighbourhood scheme

The main objective of this Healthy Neighbourhood is to deter or prevent motor vehicle drivers from using the neighbourhood’s residential streets to avoid delays on the boundary roads, protecting neighbourhood roads from through-traffic, particularly Roundwood Road, Longstone Avenue and Fortune Gate Road.

To achieve this, the original scheme introduced a series of ‘modal filters’ which close roads to motor through-traffic but permit through-access for pedestrians and cyclists and can be opened for access by emergency vehicles. These were located on Longstone Avenue (south of The Drive), Fawcett Road (south of the pair of mini-roundabouts) and on Cobbold Road (on the corner adjacent to the industrial estate entrance). A traffic filter has been suggested at Cobbold Road, limiting truck and lorry access to the industrial park.

Working together, the modal filters prevent many of the through-routes in the Healthy Neighbourhood area, particularly the well-used north-south routes along Roundwood Road and Longstone Avenue. This scheme has the potential to quieten several streets in the area, particularly at the Roundwood Estate and the many residential streets that feed into Fortune Gate Road including St Mary’s Road, St John’s Avenue, Drayton Road and Ashdown Road.

Other benefits for residents could be to address speeding and heavy vehicles in roads like Roundwood Road. The neighbourhood could become easier for residents to use and park

as routine cut through traffic is removed. Streets could become safer and more pleasant for the many children moving around, for school or leisure and for everyone accessing Roundwood Park by means of active travel. Initial feedback on the scheme included access for funerals at the cemetery and concerns raised by the London Ambulance service who use Longstone Avenue as a through route when responding to emergency calls.

It is important to note that unlike many other Healthy Neighbourhood areas in Brent, there has been **no active trial** in the Roundwood area. The trial programme was suspended before a Healthy Neighbourhood was developed in this location, which means that there has not yet been a chance to test whether the scheme results in quieter streets or how it might influence local transport choices and street life for families.



Figure 9 – Harlesden High Street

Roundwood 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.

Engagement Option	Numbers Taking Part
Walkabout	9
Resident meeting	30
Online forums	10
Online & hard copy surveys	117
Street chats	42
Councillors	1
Total	209

Top 5 roads responding to the survey

Longstone Avenue - 20
Roundwood Road - 18
Drayton Road - 11
Harlesden Gardens - 9
Ambleside Road - 5

Overarching themes of Roundwood resident feedback

Generally, there is a high degree of support for measures to address traffic concerns across the Roundwood Park area. Resident responses are determined by how seriously their street is affected by traffic and the degree to which, if they drive, they would be affected by road closures.

Overall, residents want to see action on traffic from the Council with 52% as opposed to 26% not wanting any change. Key streets being affected by traffic include Longstone, Roundwood, Drayton, St Marys and Fortunegate. Only 1 person from Fortunegate responded to the online survey, but the Street Chats picked up many more responses in this location.

4 residents of Cobbold Road completed the survey and 3 out of 4 were currently being affected by traffic with key issues being speeding, irresponsible driving, road rage and rat running in what sounds like an unpleasant living environment, living close to an industrial estate. A local tyre business was highlighted as a problem, attracting pollution and noise which residents have already complained to the Council about.

Although residents want to reduce through - traffic, there are concerns about having to take longer detours on busy main roads such as Church End or Craven Park Road. There is also a sense that these roads are already at capacity and cannot sustain additional traffic. Parents who drive children to school outside the area were particularly concerned that their lives would get even more complicated when losing their regular routes.

Some residents want to see a broader approach – deterring heavy goods traffic on Craven Park Road, Harlesden High Street and Church End, or enabling this traffic to flow more easily by removing parking so that the side road cut throughs become less attractive.

Another feature of the area is its relative distance to public transport links – especially the underground. This has an impact on travel choices and affects what residents see as reasonable options –reflected in only 4% of survey respondents regularly using public transport. Feedback about dropping children to the local station by car, picking people up from the station at night, and how difficult for older people to reach the station illustrates how less accessible public transport is impacting residents.

Pavement parking across the area is also a key issue – in some places it has been designed and allocated by the Brent Council, such as Roundwood Road. In others, such as Park Parade, parking is obstructive and a nuisance for residents.



Fig 10 Ambleside Road

a) Traffic issues affecting the Roundwood area

Speeding is a clear and consistent concern across the area, and the results of the surveys which identified speeding as the top priority were echoed in the resident meeting, with residents reporting that high speeds, dangerous and inconsiderate driving were the norm. Many residents linked these driving behaviours with rat running traffic, and almost 40% of residents saw this as a problem.

Streets where speeding and rat running have been highlighted in the survey include Longstone, Roundwood, Drayton, Cobbold, Sellons, St Johns, Oldfield, Franklyn, Ambleside, Robson, Harlesden Gardens and Burns. In addition, a resident from Beaconsfield Rd (far side of Roundwood Park) who attended the online forum also highlighted excessive speeds, heading for Pound Lane.

A key issue is the volume of **trucks, vans and lorries** using smaller residential streets – 40 survey respondents (out of 117) flagged this issue, affecting mainly Roundwood Road, Drayton Road, Longstone Avenue and to a lesser degree Robson, Ambleside, Sellons and many other streets across the area en route for North / South traffic.

“Roundwood is a massive cut through for articulated lorries”

“The main issue is the skip trucks using Longstone Avenue as a cut through. Size limitations would be a good idea to restrict certain vehicles rather than closing the road altogether”

“Skip trucks vibrate the foundations of my house as they take their toxic loads at speed past my property on the way to dumping grounds outside my area (Longstone)”

“The primary traffic problem in the Roundwood Park area is congestion and heavy traffic on the major roads (i.e. A404 and A4000) and at major intersections (Park Parade and Manor Park Road). The heavy vehicle traffic is NOT appropriate for a densely-populated residential area with children, schools and pedestrians. The best way to make Harlesden healthier is to restrict heavy vehicles, encourage public transport, clean up the rubbish and plant more trees”.

The impact of this particular kind of traffic, often travelling at speed is to heighten a sense of danger: reflected in 24% residents unwilling to let children play out, 18% respondents who are afraid to cycle on the road and 14% who see the road as too dangerous for walking.

Another theme is the **school related traffic** at peak hours, affecting areas like Fortunegate and Drayton, with calls for the school streets to be extended around John Keble Primary School and neighbouring St Claudine’s School for Girls along Burns and St Johns roads. For those residents who drive or are against road closures, tackling the rush hour traffic with timed closures is more helpful.

A need for **enforcement** of traffic measures was highlighted by several residents. The routine flouting of double yellow lines and school street measures is already going on.



Fig 11 Outside John Keble Primary on Crownhill Road

Other issues identified in the survey include:

- Frustration at the lack of **active travel infrastructure** – there is nowhere to hire bicycles and no cycle lanes. Children want to scoot but vehicles parked on the pavement prevent this.

“More extensive implementation of bicycle hangers, particularly those that can store cargo bikes (for transporting children safely) as these require larger hangers. Also, one way streets that could remove vehicles from the pavement (e.g. Drayton Road and Roundwood Road)”

- **Parking issues**, which include pavement parking, causing an unsafe walking environment and damaged pavements

“Cars parked on the kerb, narrow the pavement. Particularly difficult when walking with prams or wheelchairs. This is the biggest issue on Roundwood Road”

“Scrap pavement parking, it's dangerous and causes instruction for less abled and children, buggies. Dramatically increase cycle lanes so safe for young families to use them”.

- Robson Avenue – **speeding** and unsafe for cycling

“Make it easier and SAFER to cycle, especially as a family; monitor irresponsible driving or have a way that I can film and report the motorbike races that occur on Robson Ave”

- **Drayton Road** speeding traffic makes it dangerous and difficult to cross

“It's very hard to cross Drayton Road. I worry about my children's safety when they will be old enough to walk alone outdoors”

- Litter, dumped rubbish and flytipping to be addressed – a common complaint, but outside the scope of the Healthy Neighbourhood traffic measures:

“Car drivers leave litter. Uber driver who lives on the street often puts masks, tissues, gloves in the gutter. Regularly people park up and eat takeaway and leave the rubbish”

- **Park Parade** – commercial traffic impacting on resident access:

“Our avenue and surrounding streets are trapped by heavy traffic on Park Parade. Mini-cabs are routinely parked along the middle section making it difficult to exit our streets.”

- Drug issues and dealing in the area (outside the scope of Healthy Neighbourhoods)



Figure 12 - Roundwood Estate at Fortunegate Road

b) Specific reasons the scheme is not supported

The main concern for many residents is the length of any alternative driving route and being forced onto busy main roads prematurely. The road closures seem to create unnecessary inconvenience – 52% of survey respondents (52 people) identified this as the primary reason for not supporting the Healthy Neighbourhood measures.

Further survey responses indicate an assumption that traffic is inevitable and will find a way through, despite the measures being implemented. For others, measures on residential roads will cause more congestion and pollution on the main roads – simply moving the problem elsewhere.

“The traffic filter will force more cars into a bottle neck of Church Road where there's already full of illegally parked cars” This resident lives on Drayton Road

“It won't deter traffic coming in this direction. It was made worse when the Council took the roundabout out – now blasting out from Drayton and hitting onward traffic from St Johns”

This respondent lives in St Johns Rd:

“It pushes traffic into fewer roads causing more pollution. Speed is the biggest problem, we need CCTV and speed bumps, anything to slow down the cars is good, such as traffic calming gates.”

This Roundwood Road resident drives to work in Kensal Green and Kensal Rise:

“If Longstone Avenue becomes a no through route, this will have a negative impact on me, leading me to drive a much longer journey, through already busy Harlesden. This creates further pollution and congestion and more than doubles my journey time”.

This resident must balance driving to childcare with work:

“We would have to go on a more indirect route to access our childcare facilities. I am concerned of the negative impact on our mental wellbeing, drop-offs, pick up whilst balancing demands of full-time jobs is incredibly stressful. Adding to our journey time and the prospect of being stuck in more traffic, is causing us a great deal of anxiety.”

Many drivers find it difficult to believe that a significant proportion of people might choose to walk or cycle instead – particularly in relation to the school run – as the inconvenience of a detour outweighs the convenience of driving. Or that commercial traffic could take an alternative route to avoid the area due to the traffic reduction measures.

“It would increase pollution as drivers are forced to take much longer and more crowded routes.”

However, **Government research** across 12 LTNs has shown that this concern of displaced traffic could be unfounded:

A common claim about the LTNs – that they simply displace traffic to other roads – is in most cases not happening. Sometimes it did happen at the beginning, as travel patterns adjusted. But now the schemes have been in place for longer, councils are also reporting reductions in traffic on most (though not yet all) of the roads around the LTNs.

Their report **Gear Change: One Year On** (2020) cited this evidence:

Traffic on the boundary main roads surrounding 12 new LTNs was surveyed by the councils concerned before and after each scheme. This shows, of the 50 boundary roads surveyed, traffic had risen on 15 of them, and fallen on 35.

They explain that a much higher proportion of local people feel more comfortable walking and cycling with the LTN, leading to lower traffic levels on local roads overall.



Fig 13 Entrance to Roundwood Park

c) Specific reasons the scheme is supported

There is already a significant proportion of Roundwood residents choosing alternative and sustainable forms of transport – a combined total of 59% survey respondents who usually walk, cycle or scoot.

Of the 117 people who completed the survey, the majority were regularly walking (39%), followed by driving (28%). 18% of respondents were cycling – a high proportion across the Brent Healthy Neighbourhood areas and compared to the 1% for Brent as a whole, a significant representation – along with 2 respondents who were regularly scooting.

This translates into a slim majority supporting traffic filters in the Roundwood Healthy Neighbourhood area: 33% of survey respondents chose “yes, please” with a further 27% willing to consider them, in the right place, while 30% said “definitely not”.

Of 54 people who, in the survey, experience speeding and rat running in their streets, almost 60% want a traffic filter and a further 30% would consider it. Of these same respondents, 43% are walking, 26% are cyclists and only 15% are drivers.

People who walk, cycle or scoot, are far more exposed to the dangers of the traffic compared to drivers, insulated by their vehicles. Of those people who support the traffic filters (or *maybe* would support them), 55% also want **protected cycle lanes**, 52% want to **extend the number of streets with traffic filters** and almost 50% want to introduce **school streets**.

The key theme is less traffic and more space for safe walking and cycling as well as to address the speeding, noise and pollution caused by traffic

“I live on Longstone Avenue and would be supportive of a traffic filter. The filter should be placed at the north end of the road (where it meets Roundwood Road) where it would be easier to turn vehicles around without disturbing residents, and also make that corner safer as cars currently drive around it very quickly. The usage of vehicles for local journeys should be discouraged.”

“Re-orientating streets away from cars towards more sustainable forms of transport will have a positive impact on the quality of the local environment and community cohesion.”

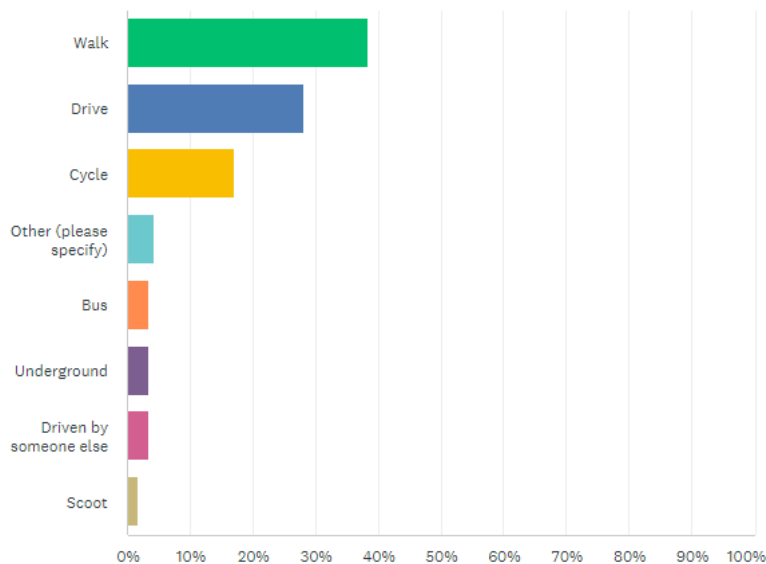
“Stop HGV's coming down residential roads without prior arrangements! Reduce cars, one per household, more bike hangers and electric charging points, invest in local businesses. Greener spaces, plant and trees. Close all streets during school driving time.”

If the proposed Healthy Neighbourhood includes **timed restrictions and/or continued access for residents** while eliminating cut through traffic, there is even more support:

“If local residents are not allowed to drive within their immediate vicinity on certain local roads and are therefore forced to make a much longer journey (in my case in the opposite direction of travel, meaning much more time on traffic filled roads), I am absolutely 100% against this. However, if local residents can drive unrestricted in their local roads, whilst the measures restrict or reduce other non- local traffic. I could possibly be in favour”

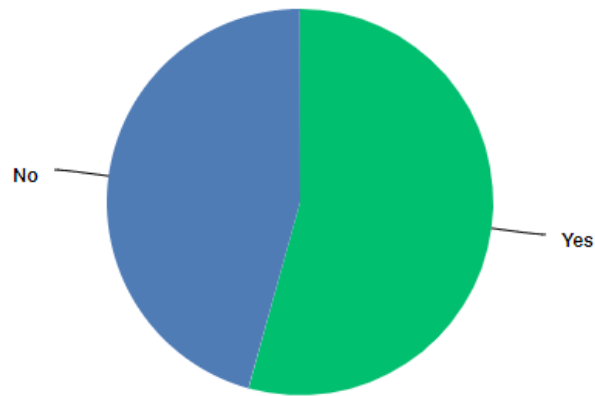
Specific survey responses

How do you usually travel around the area?

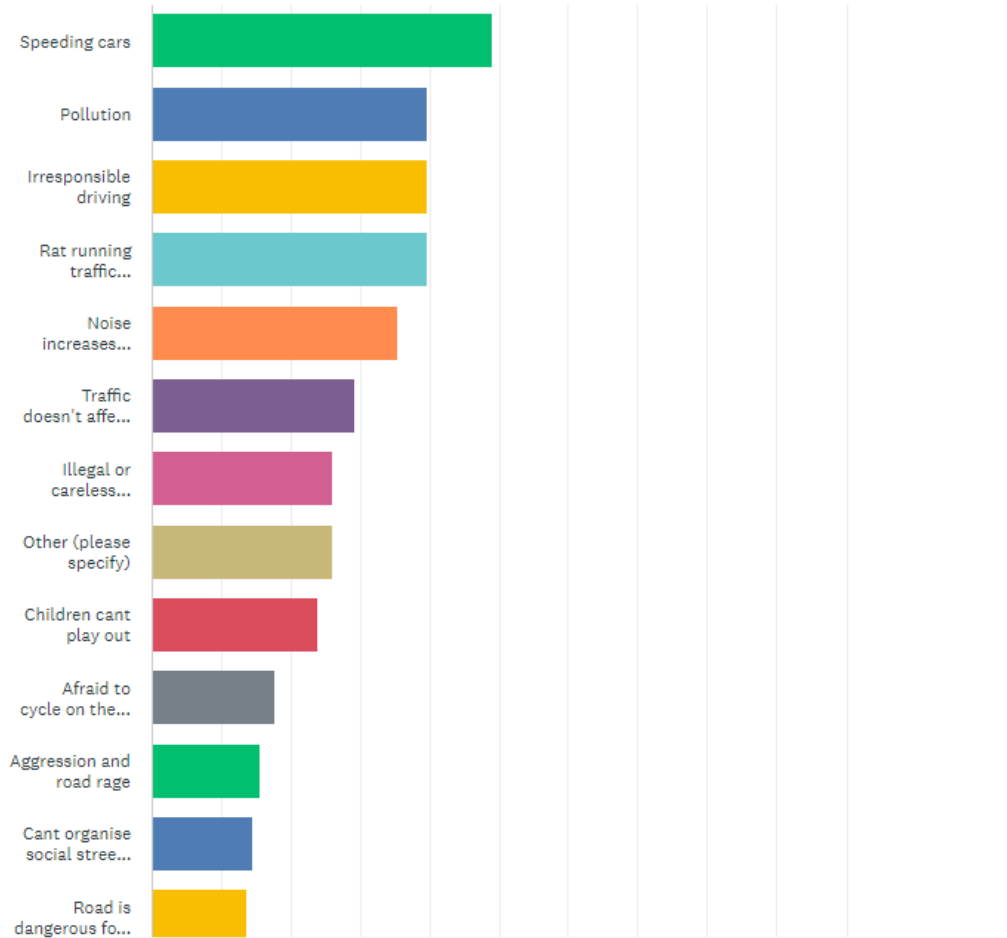


Walking and cycling are particularly popular among residents of Roundwood who responded to the survey. We can see the majority of residents routinely use these forms of transport, with 39% walking and 18% cycling, 2 % scooting, compared with 28% driving. This gives an important base of people who are likely to be receptive to creating more safe space on neighbourhood streets for “active travel” and have recognised its benefits.

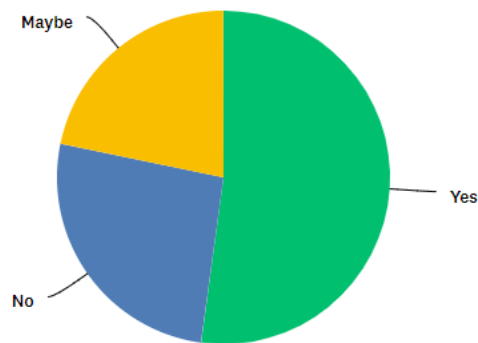
Are you affected by issues caused by motor traffic?



54% of survey respondents answered “yes” whilst 46% said “no” indicating the general negative impacts of traffic on the resident population. The details of these impacts below include 49% selecting **speeding**, 40% pollution, 40% irresponsible driving, 40% rat running, 35% noise, 26% illegal parking as well as pavement parking, lorries and trucks and motorbikes also listed.



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



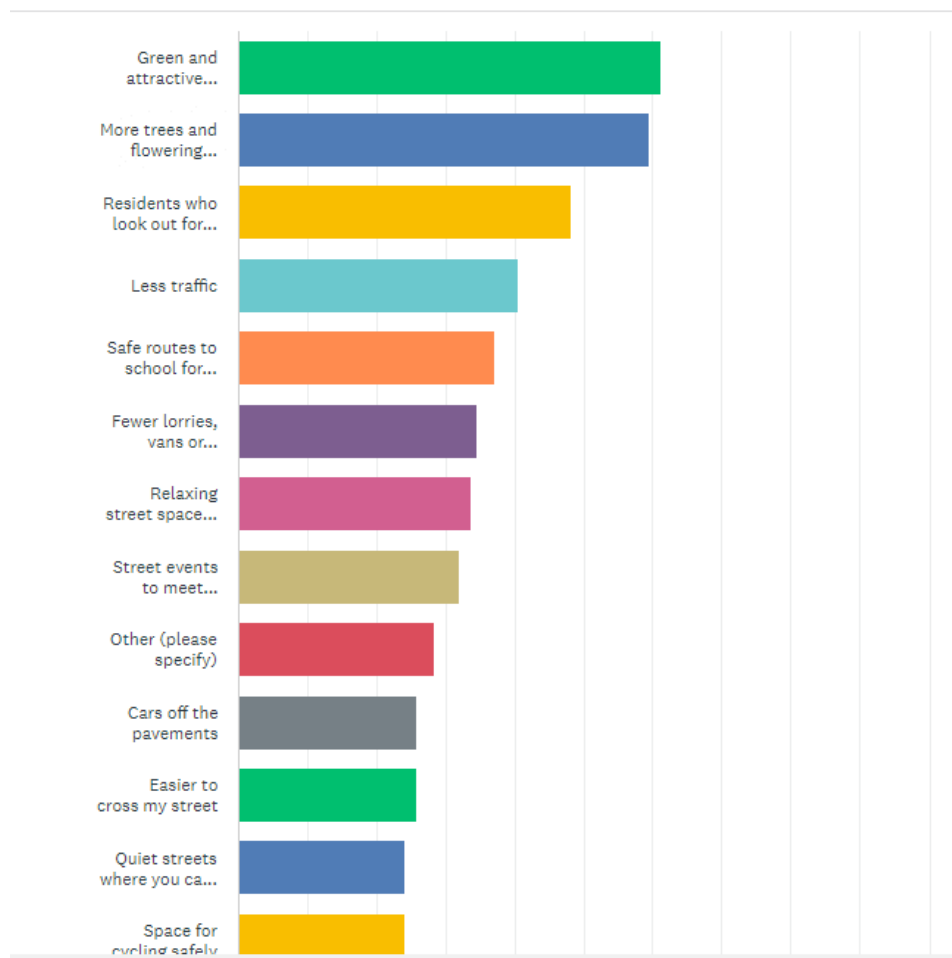
ANSWER CHOICES	RESPONSES	
▼ Yes	52.17%	60
▼ No	26.09%	30

This table summarises the majority view that residents are looking to the Council to act and address problems caused by traffic, with 52% of survey respondents agreeing with this statement.

In addition, the resident meeting and resident chats highlighted traffic issues on Roundwood Road, with commercial traffic rounding the bend and travelling down at speed towards Longstone as part of a popular cut through. Residents in this location were keen to see something done – their pavements have been narrowed by formal pavement parking and households are much close to the roadway.

By contrast, those residents on Longstone who attended the walkabout seemed to be less affected by the traffic, perhaps due to properties being set further back from the road, seeing it mainly as a peak hours problem related to local schools.

What would make your street lovely?



Residents want to see **front gardens returned to green space**, rather than car parks – a common call from this engagement process across Brent and from over 60% of survey respondents in Roundwood. They want their area to be greened up with more trees and flowering bushes, attracting wildlife and birds – extending the benefits of living near Roundwood Park. For residents, the **social connections between people** are also important and the neighbourhood environment should foster that – with 48% valuing their neighbour relationships.

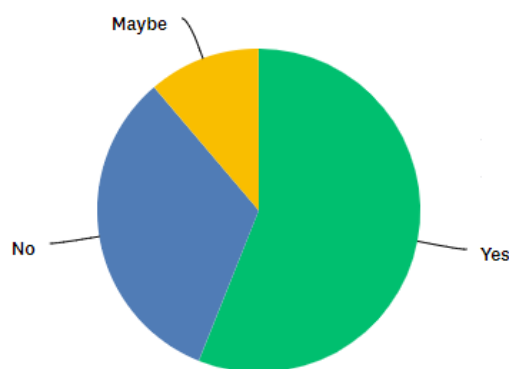
Traffic issues are highlighted by over 40% of respondents, with people wanting **less traffic** overall (41%) **and safer routes to school** is given a high priority in this list (37%). Many families live in the area so concern for safe travel for children, and **space for them to play out** (33%) are important for the area.

It is also worth highlighting a significant number call for **cars off the pavements** (26%) – in some parts of Roundwood, pavement parking has been actively encouraged by the

Council. It is clear from survey comments, feedback in the resident meeting and the walkabout that this is seen as encroaching on safe space for walking.

ANSWER CHOICES	RESPONSES
Green and attractive front gardens	61.21% 71
More trees and flowering bushes	59.48% 69
Residents who look out for each other	48.28% 56
Less traffic	40.52% 47
Safe routes to school for children walking/ cycling	37.07% 43
Fewer lorries, vans or motorbikes	34.48% 40
Relaxing street space where children can play out	33.62% 39
Street events to meet neighbours	31.90% 37
Other (please specify) Responses	28.45% 33
Cars off the pavements	25.86% 30
Easier to cross my street	25.86% 30
Quiet streets where you can talk easily	24.14% 28
Space for cycling safely	24.14% 28
Places to sit and rest	24.14% 28
My street is already lovely	17.24% 20
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: 116	

Could you change your driving habits?

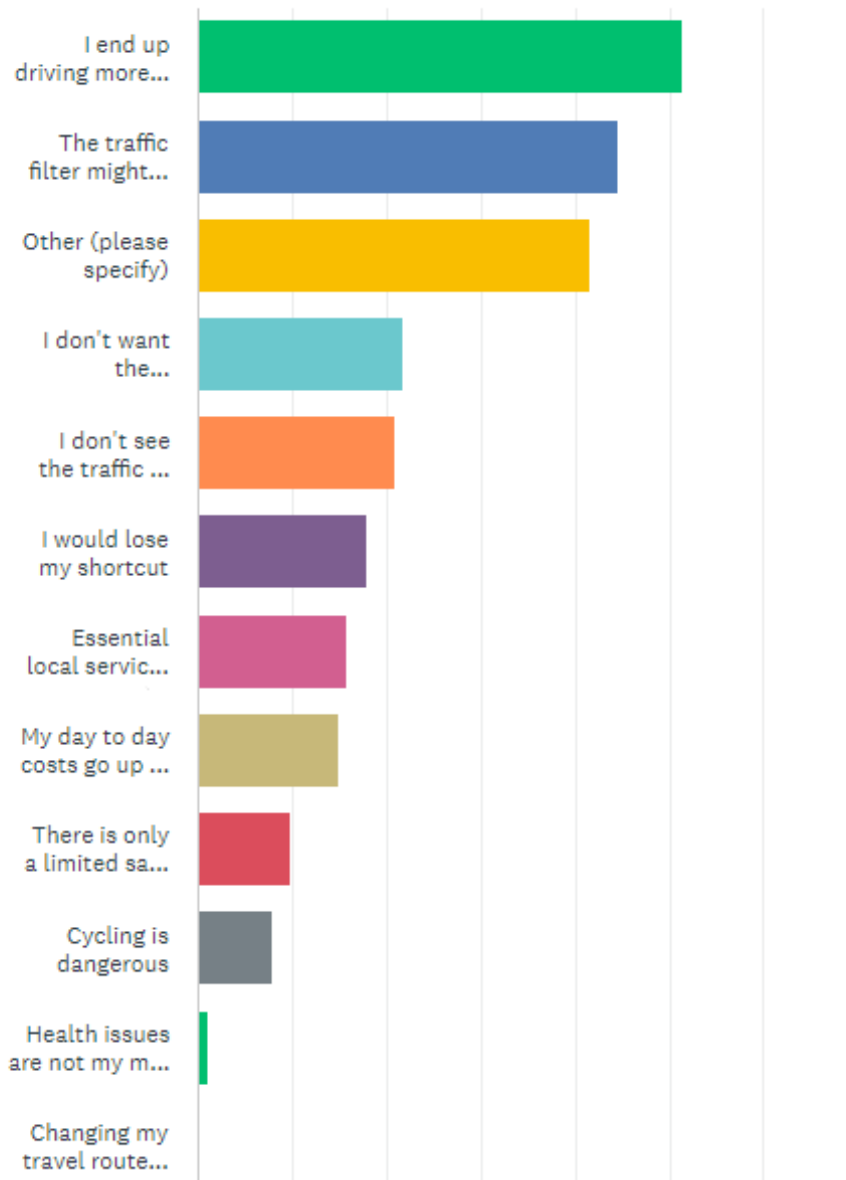


ANSWER CHOICES	RESPONSES
Yes	56.07% 60
No	32.71% 35
Maybe	11.21% 12
TOTAL	107

Do you have a disability that makes walking difficult?

Of the 114 respondents who answered this question, 9 declared they have mobility issues (8%) and all these residents wished to be exempt from any camera controlled road closure, as well as involved in the development of the Healthy Neighbourhood design.

Reasons you would not support a “traffic filter”?



What we learn from these results is that residents who drive are reluctant to spend more time on busy main roads and with the current Healthy Neighbourhood design, this would mean joining the traffic on Craven Park Road and the High Road through Harlesden or

Church Road (A407) going north. As reflected in survey comments and at the resident meeting, a circuitous route to reach schools outside the area or the North Circular is unpopular with a significant proportion reliant on regular car journeys.

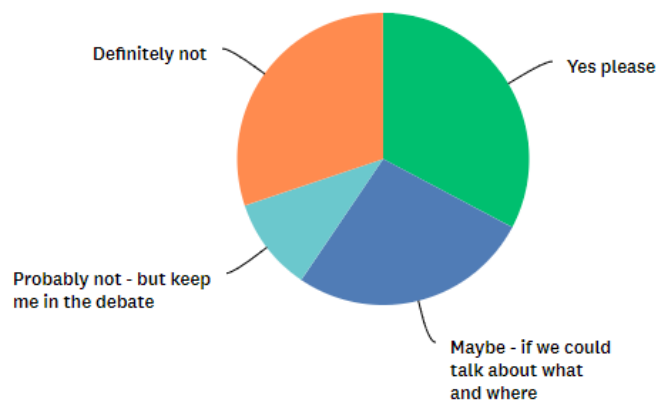
“Two of the proposed short cuts would make it harder to drop my kids off when using a zip car. I would consider buying a car to mitigate the inconvenience”

“Access our home would become more difficult and longwinded both for us and also for friends and family who visit us...”

“To close roads and cut off access would make our route home unnecessarily longer and forces us to drive onto busier roads, causing greater levels of pollution, and through rougher neighbourhoods - all things we don't want to be forced to do!”

In the survey responses, 52% cited driving on busier roads as the main reason to disagree with a traffic filter and 46% were concerned the plans would displace the same traffic onto small, residential roads making their own street busier.

Would you consider a traffic filter on your street?

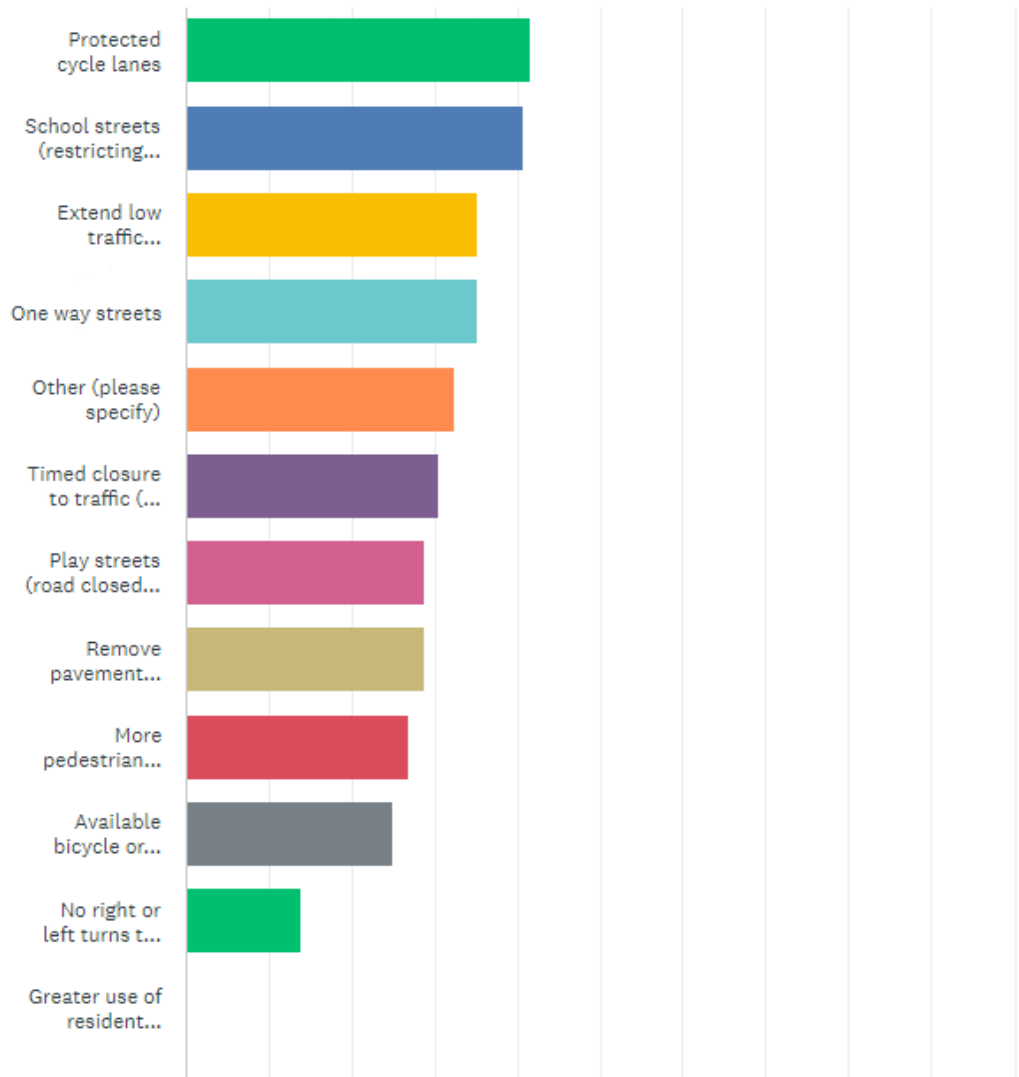


ANSWER CHOICES	RESPONSES
Yes please	32.76% 38
Maybe - if we could talk about what and where	26.72% 31
Maybe - if we can choose additional improvements such as planting / cycle hangar etc	0.00% 0
Probably not - but keep me in the debate	10.34% 12
Definitely not	30.17% 35

Other measures to control traffic

108 people responded to this question and selected alternative measures to limit or control traffic, either in preference to a traffic filter or combined with it. A significant number have selected “one way streets” and it is worth mentioning that the Council is often reluctant to introduce this as it can encourage speeding – with drivers more confident they are not going to encounter traffic coming the other way. Given the issues with speeding in Roundwood, any location chosen for “one way only” must be carefully considered.

“I would like you to make more of the streets one way, stop drivers/ubers using the Roundwood Area as a rat-run between Craven Park Rd and Park Parade, and then redesign the streets for bikes and with wider pavements, as they are badly damaged at present. And you MUST ENFORCE any action you take too, otherwise it won't work.”



Cycle lanes and infrastructure is a high priority for residents of Roundwood, and they want storage, parking and cycle lanes, and better connected routes like Church Path which has already been mentioned. This illustrates demand for active travel is present but needs support through investment.

“Please think about joined up cycling lanes. The plans for Neasden Station area are good and similar efforts are needed throughout the borough”

ANSWER CHOICES	RESPONSES
Protected cycle lanes	41.67% 45
School streets (restricting traffic around schools at drop off and pick up times)	40.74% 44
Extend low traffic neighbourhoods to protect more residential streets	35.19% 38
One way streets	35.19% 38
Other (please specify) Responses	32.41% 35
Timed closure to traffic (eg at peak hours only)	30.56% 33
Play streets (road closed for play events)	28.70% 31
Remove pavement parking	28.70% 31
More pedestrian crossings with longer crossing times	26.85% 29
Available bicycle or scooter hire	25.00% 27
No right or left turns to deter use of side streets	13.89% 15
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: 108	

Other suggestions include:

- More bike hangars and better bike storage

“Provide sufficient bike storage for residents, especially larger “cargo” bikes that parents can use to transport small children to/from school”

“On street secure bike storage instead of some parking spaces, so bikes don't have to be kept inside or in back gardens. Car club cars in neighbourhood to reduce car ownership.”

- School drop off restrictions
- Control vehicle size at road access points to deter trucks and road narrowing to control speed
- Speed cameras
- Zip cars and car sharing

- Better public transport
- More parking enforcement
- Pay and display parking for non-residents beside Roundwood Park
- Clutter free, wider pavements
- Limit dropped kerbs for car access to front garden:

“Instead of dipping pavements at the entrance to residential driveways so pedestrians/wheelchairs/prams have to travel up and down inclines, how about keeping the pavements at the same level but making the car have to rise up on a ramped kerb at the edge of the pavement?”



Fig 14 Newfield Primary on Longstone Avenue

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

94 survey respondents shared their suggestions, demonstrating a live debate with lots of positive ideas around how the negative impacts of traffic can be reduced, summarised below:

- Timed closures of streets, especially for the morning rush hour
- CCTV cameras to control speed and more traffic wardens
- On street charging for electric cars
- Police on the street and safety measures for after dark

“Improve street safety with CCTV on residential streets. As a woman, don't feel safe walking at night. I live on a #1 rat-race road - Franklyn Road. Need to bring in speed bumps asap as cars race down the road 24/7. Would certainly slow traffic and encourage children to play on the street.”

- Pavement repairs
- Limit cars per household and tax second cars

“Pedestrianize the area of Church Road with shops, apart from buses”

- Car hire and car pooling becomes the norm:

Cars take up space. Could the Council invest in a car pooling scheme or a car hire scheme? The real solution is to reduce the number of cars somehow. If increased parking charges were applied across London then the car hire / pool would provide the alternative. Parking concentrated in neighbourhood lots and cars therefore taken off streets.

- Expand the number of school streets

It was identified during the walkabout that Fry Road (back access to Newfield Primary) becomes very congested due to uncontrolled school traffic and more could be done here

and near John Keble Primary and St Claudine's to reduce the impact of school traffic on residential streets, but these would need enforcement measures to ensure compliance.

- ANPR cameras to reduce cut through traffic but allow resident access:

“Roads which are semi-closed by planters should use A.N.P.R. cameras to monitor traffic. Residents could then register for exemption from an automatic CCTV ticket. That would stop rat-running but not affect locals”

- Much better cycle infrastructure and bike hire options

“Improved cycle lanes - particularly around Willesden junction and Harlesden Tube Station. Existing cycle lanes cut out or are obstructed by traffic at key points”

“Please contact Lime Bikes (the e-bike hire service) and ask them to make this area a zone where you can 'end lock' your ride - at present Harlesden is a red zone where you are not permitted to end a ride. As a result, I drive instead of cycle home from work (Hammersmith)”

- Creativity in the street environment

“Visual speeding bumps - Art of children crossing roads - Ban modified exhaust pipes - 2 stroke mopeds - improve pavements - make small creative businesses thrive”

- Control break up of properties into multiple flats and limits on car ownership if this happens

Options for modifying the Healthy Neighbourhood

Original scheme



Fig 15 – original Roundwood Healthy Neighbourhood scheme design

In the original scheme, a series of ‘modal filters’ were proposed which would close roads to motor through-traffic but permit through-access for pedestrians and cyclists and can be opened for access by emergency vehicles. These were proposed to be located on Longstone Avenue (south of The Drive), Fawcett Road (south of the pair of mini-roundabouts) and on Cobbold Road (on the corner adjacent to the industrial estate entrance).

Working together, the modal filters would prevent many of the through-routes in the Healthy Neighbourhood area, particularly the well-used north-south routes along Roundwood Road and Longstone Avenue. This scheme has the potential to quieten several streets in the area, particularly at the Roundwood Estate and the many residential streets that feed into Fortunegate Road including St Mary’s Road, St John’s Avenue, Drayton Road and Ashdown Road.



Fig 16 Aerial view of existing traffic movement in the Healthy Neighbourhood area

This scheme can offer a range of benefits for the area, extending the quieter environment of Roundwood Park and complementing the School Streets (restricted access at drop off / pick up times at John Keble Primary and St Claudine's Girls School (Crownhill Rd) which are due to become permanent, thus reducing overall traffic levels across the area.

With fewer cut through options the area is likely to become less attractive for external traffic. A wider network of quieter, safer streets will encourage residents to choose to walk or cycle more frequently, further reducing traffic volumes. There is high demand for safe, connected cycle routes and creating a traffic free environment will encourage far more people to switch to active travel.

The Cobbold Road closure has limited impact on residential traffic, with vehicles able to enter and exit via nearby Church Road.

The central two filters, Fawcett Road and Longstone Avenue, are more problematic for residents as they cut the neighbourhood into two halves and force traffic to join the congested boundary roads to access the area. This, combined with the turning and entry/exit restrictions, mean that access to the southern half of the area (around St John's Avenue, St Mary's Road and Drayton Road) is heavily restricted, and north-bound journeys can only be undertaken by using either the Harlesden gyratory or taking a longer route along Pound Lane and Robson Avenue.

Residents living north of the closures are less affected (taking into account existing restrictions) but will also face long journeys on busy boundary roads and may have difficulty turning into/out of these streets.

Our recommended option which combines ANPR access for residents with fixed traffic filters takes into account these issues.

Option 1



Fig 17 – option 1 proposals

These modifications to the original design give more flexibility for residents who drive, allowing them to more easily find their routes North and South whilst removing the cut through traffic, including heavy lorries which many residents have highlighted. Further benefits could come with the introduction of a School Street for Newfield Primary, in particular protecting those residential streets like Fry Road.

Cobbold Road is a sensible closure that routes heavy traffic into the industrial estate while avoiding residential streets and was largely supported, including by the representative from the industrial estate (attended a residents meeting).

The closure of Roundwood at Ambleside allows Longstone residents to exit South and protect Longstone Avenue and Roundwood (and Oldfield) from cut through traffic – a problem highlighted in the survey and in resident meetings. Longstone, Ambleside and Roundwood residents show high levels of support for such measures (see appendices).



Fig 18 Junction of St Marys an St Johns Roads with community greening

Conclusions

Roundwood Healthy Neighbourhood is a fairly complex scheme, with a dense network of residential roads, with historical traffic reduction measures in place alongside those from the new proposal. There is significant push back from those residents who drive and lead busy family lives dependent on the use of a car - understandably so. But there is also considerable support from a swathe of the community who is already cycling and walking routinely, keen to see quieter and safer roads, better cycling infrastructure across the area and measures that will encourage more people to adopt sustainable modes of transport.

The Walkabouts highlighted the impact of school traffic around Fry Road, the issue of parking around Roundwood Park, congestion along Longstone at peak times and speeding on smaller back streets. We also noted Church Path cycleway as being quite neglected.

The Residents Meeting represented both “camps” above and included residents living on Roundwood Road describing the problems they face, including pavement parking, rat running and speeding.

Our proposals try to strike a balance and while drivers are still asked to make detours from the most direct route, our modifications to the original scheme should reduce the impact for people required to drive in their day to day lives, while improving the environment and safety of those families walking and cycling in the area.

Recommendations

1. Remove pavement parking along Roundwood Road
2. Fixed traffic filter remains at Cobbold Road
3. The fixed traffic filter or CCTV on Longstone which should be moved north to the junction with Ambleside Road
4. School Street is introduced at the back of Newfield Primary
5. Free parking at Roundwood Park is removed on Longstone Avenue
6. Fawcett Road traffic filter is converted to an ANPR camera which allows resident exemption
7. Improved cycle infrastructure including cycle hangars and protected cycle lanes, which connect to existing routes, in particular Church Path would benefit from investment.

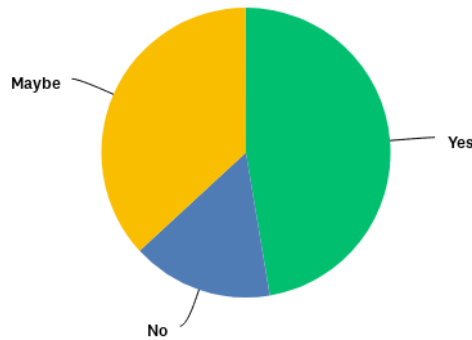
APPENDICES

Appendix 1

A breakdown of Roundwood residents' 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

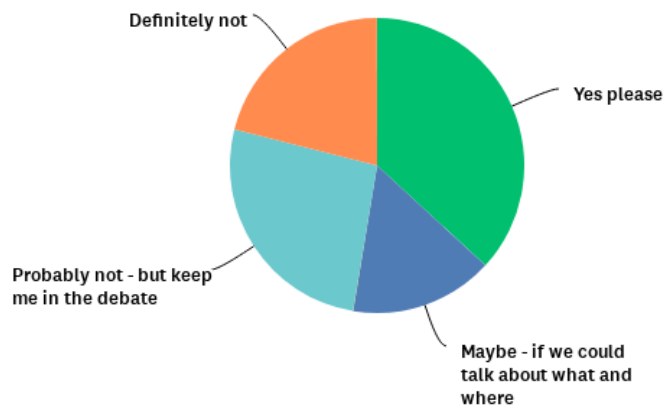
Longstone Avenue – 20 responses

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



Yes - 9
No - 3
Maybe - 7

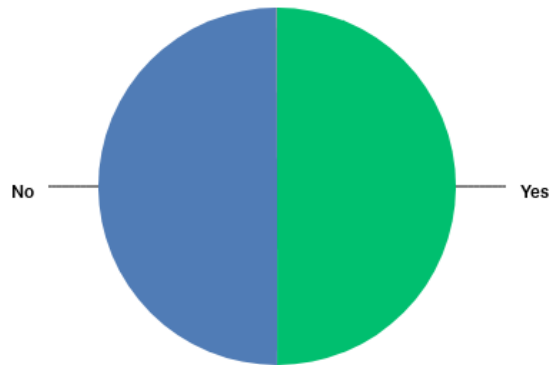
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Yes please - 7
Maybe - 3
Probably not - 5
Definitely not - 4

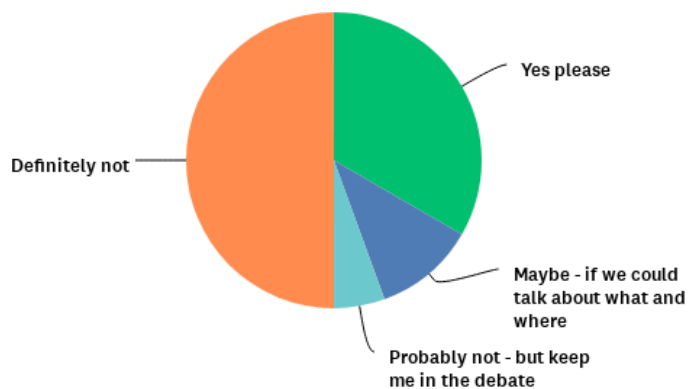
Roundwood Road – 18 responses

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



Yes - 9
No - 9
Maybe - 0

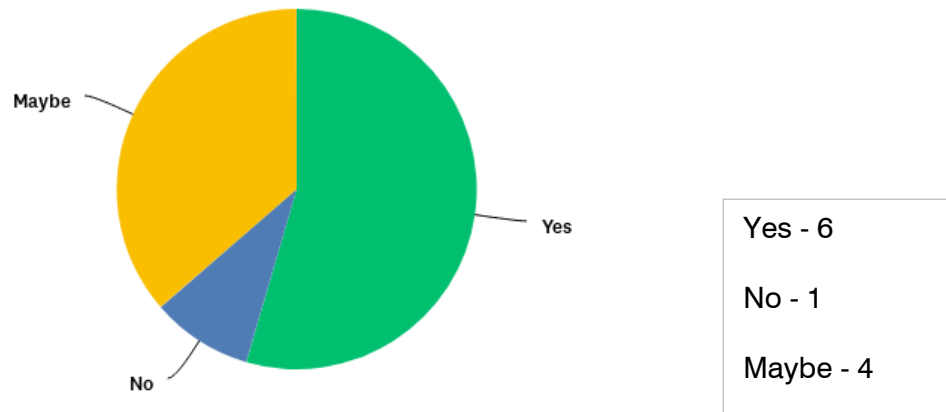
Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



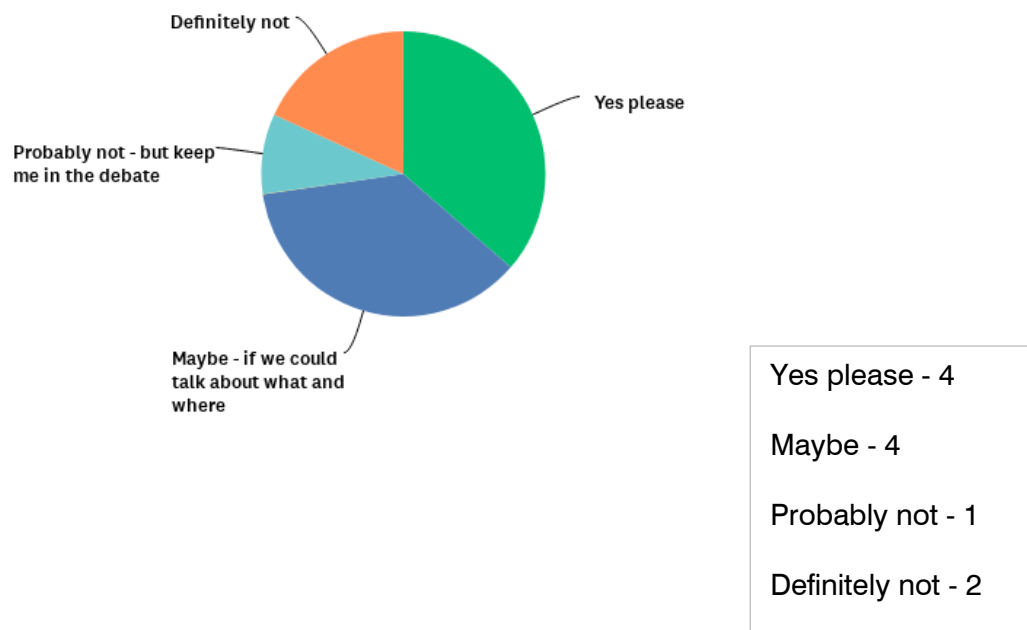
Yes please - 6
Maybe - 2
Probably not - 1
Definitely not - 9

Drayton Road – 11 responses

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

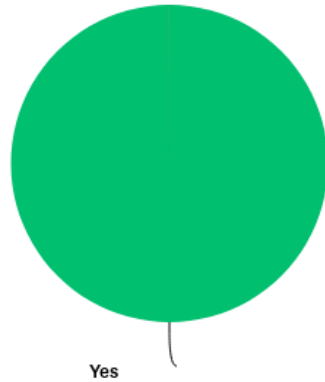


Q13 If we asked you to consider a traffic filter on your street or nearby, what would you say?



Harlesden Gardens - 9 responses

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

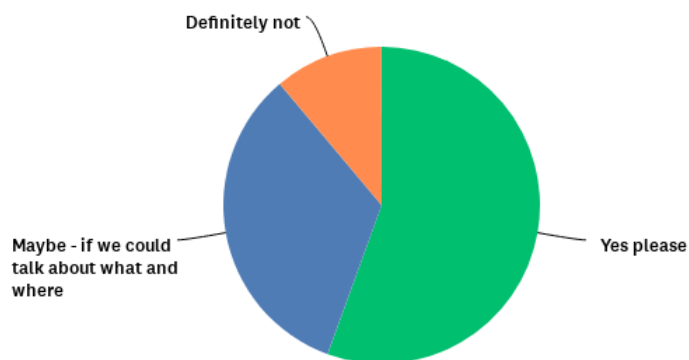


Yes - 9

No - 0

Maybe - 0

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



Yes please - 5

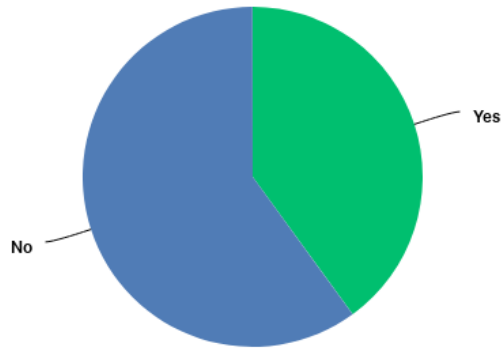
Maybe - 3

Probably not - 0

Definitely not - 1

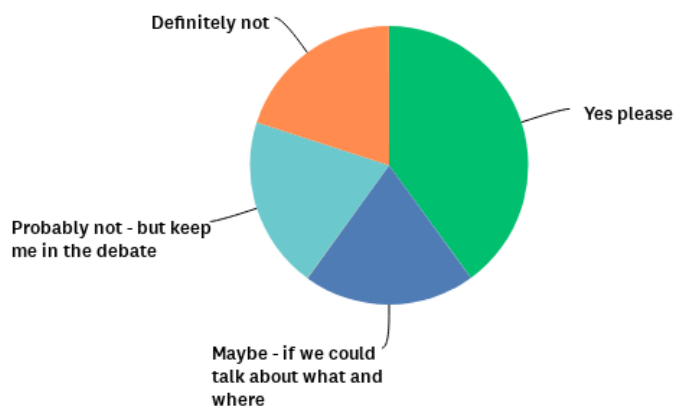
Ambleside Road – 5 responses

Q5 Are you or your family affected by issues caused by motor traffic in your street?



Yes - 2
No - 3
Maybe - 0

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



Yes please - 2
Maybe - 1
Probably not - 1
Definitely not - 1

Appendix 2

Relating to why electric cars do not eliminate air pollution

AIR QUALITY EXPERT GROUP Non-Exhaust Emissions from Road Traffic report 2019

However, road transport is also an important source of ‘non-exhaust emissions’ (NEE) of particles, which are produced from frictional processes associated with vehicle usage: predominantly from brakes, tyres and the road surface.

Whilst regulations set by the European Union have led to progressive reductions in the emissions of the regulated gaseous pollutants and of particulate matter from the exhausts of new vehicles, the non-exhaust emissions are not currently targeted by emissions regulations.

Therefore, as the exhaust emissions have fallen, the proportion of non-exhaust emissions to the total emissions from road traffic has increased.

Data from the UK National Atmospheric Emissions Inventory (NAEI) indicate that emissions of non-exhaust particles from road transport already exceed those from the exhaust, and their proportion is projected to increase in the future.

Therefore, to achieve further improvements to PM_{2.5} and PM₁₀ air quality relating to road transport sources requires attention to reducing NEE, and not solely on approaches focused on lowering exhaust emissions.



Appendix 3

Additional comments from residents drawn from the survey results:

Support

"I strongly support Brent Council taking action. The less traffic on roads around the park will make it more appealing for all. It will also have a positive impact on the pollution around in the area, particularly air quality and noise pollution - the majority of the houses in the area are single brick walls so the noise of traffic travels into the property easily."

"Please, this is great to change the car culture and make space safer for children using the park."

Fawcett Road

"The road closure to fawcett road would be devastating to local residents - the craven park area to the high street has always been jammed with traffic. Closure to Fawcett road would gridlock the area."

Longstone Avenue

"Longstone Avenue and Roundwood Road are quiet, peaceful roads to live on, There is no need to reduce traffic as this is minimal even on sunny days with locals at the park, We enjoy living here - please don't change it"

"At present I do believe there is a problem with Longstone Ave and were the council to close it, this would push traffic into already highly congested and polluted areas and compound the issue of pollution. It would also be highly restrictive for people living in Longstone leading to a host of other problems. However, if traffic filters are being introduced into the local area, which then cause Longstone Ave to become a rat run, any "filter" should be at the end of Longstone Ave where it meets Roundwood or preferably timed restrictions or timed restrictions allowing movement up Longstone to Harlesden Rd. Or one way entry to Longstone Ave. Dividing Longstone Ave does not work as a solution to any problem."

“The main issue is the skip trucks using Longstone Avenue as a cut through. Size limitations would be a good idea to restrict certain vehicles rather than closing the road altogether”

Roundwood Road

“Narrow the entry point on Roundwood Road to stop HGV from driving down it. Removing pavement parking on Roundwood is also needed and turning it and Oldfield Road into one way streets would help.”

Fear of extra traffic on Harlesden Gardens

“The current closures will most likely bring extra traffic to our road which is already in terrible due to massive traffic increased and illegal parking because of the schools- mostly Maple Walk”

Instead of closures

“Look at the effect of bigger thoroughfares that surround the residential area. Ban parking, restrict large vehicles and other measures to allow traffic to flow more freely and the problems in our area would reduce enormously.”

School run traffic

“The greatest contributing factor in traffic issues is the school run. This could be addressed, if there was a decent school bus system. This would mean millions less journeys in Brent every morning and evening. The drop in traffic numbers during school holidays makes this very easy to understand.”

Pavement parking impacts on people walking

“Cars parked on the kerb, narrow the pavement. Particularly difficult when walking with Prams or wheelchairs. This is the biggest issue on Roundwood Road. Roads are unsuitable for HGVs, would suggest narrowing the entry points would be a more sensible approach to the proposed scheme.”

Wider strategic issues highlighted:

"I have seen the experiment that Brent did with the re-planning of the Harlesden Town centre and now a few years later ask the question what was the benefit? We had the possibility of new arterial roads that could take traffic away from the Harrow Road area with the planning of the Old Oak re-development and from memory none were planned to ease traffic away from the current historical routes?"

"We are also under pressure in this area of Brent due to any current/future development ie HS2, Cross Rail, Old Oak, Gas Works as they only provide amenities such as housing or stations but not a means to get there and definitely not offering an infrastructure of any kind such as schools and GP's!"

"Look at how traffic can flow better on main roads – eg reduce or remove parking and restrict access by larger vehicles"

The environment threatens the economy

"The environment is a threat to the economy. It is the economy that makes us rich, not the environment"

What would make street lovely

"Places on my street to enjoy being outside. Plus designing out anti-social behaviour- we have seating and flower beds but they are used by drunks as a toilet and a refuse tip because they have been designed and located badly."

Strategic cycling

"Create better cycling facilities and infrastructure. The state of many roads in Brent is a considerable deterrent to cycling....."

"It appears that Brent is lacking a strategic approach to improve the uptake of cycling in the borough, especially by less experienced cyclists. A good start would be to create an infrastructure that is and feels safe for children to cycle. More locally, it is very disappointing that large parts of Harlesden are not include in the area covered by Lime cycle hire scheme."

Need for bicycle infrastructure

"Please put in bike lock up facilities on Roundwood Road/Longstone Avenue by the park - they'd be really popular and many of the flats around here are not big enough to keep bikes indoors. We're 20 mins from a tube stop in any direction, and there's only one bus to central London nearby - get trams! They're green, quiet and convenient"

"I am in favour of the proposed scheme. Reducing vehicle traffic and making the road more user friendly for pedestrians and cyclist, especially children, would greatly improve the area."

"Re-orientating streets away from cars towards more sustainable forms of transport will have a positive impact on the quality of the local environment and community cohesion."

"On street secure bike storage instead of some parking spaces, so bikes don't have to be kept inside or in back gardens. Car club cars in neighbourhood to reduce car ownership."

Traffic is inevitable?

"Traffic doesn't affect people/ isn't a problem vs traffic is going to be displaced. So traffic problem is there but people fear it is inevitable and cannot be reduced."