Kingsbury Green Corridors

Feasibility Report

London Borough of Brent

Brent

Brent Together Towards Zero

Green Neighbourhoods

Project Centre

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Context

As part of various plans and strategies, the Brent Long Term Transport Strategy (2015-2035), Active Travel Implementation Plan (2024-2029), and Air Quality Action Plan (2023-2027) are all contributing to a Cleaner, Greener Future, Thriving Communities, and a Healthier Brent, in line with the goals outlined in the 2023–2027 Borough Plan.

In 2022, the Cabinet approved the Kingsbury Green Neighbourhood Action Plan, which made a strong commitment to addressing the climate and ecological emergency through investments aimed at making Kingsbury a more environmentally sustainable community. During the first phase of the engagement on the Green Neighbourhoods project, local residents expressed a desire for green corridors to be created across the neighbourhood, linking active travel routes with green spaces.

In 2024, Project Centre was commissioned to gather and analyse traffic data, and collaborate with the community to develop greener, safer, and better-connected walking, wheeling, and cycling routes. The project also aims to enhance public and green spaces throughout Kingsbury.

Case for change

Kingsbury is a mostly residential neighbourhood, benefiting from access to several high quality green spaces, including Leybourne Open Space, Roe Green Park, Fryent Country Park, and Eton Grove Open Space.
The Kingsbury Green Neighbourhood area is strategically situated within a Growth Areas (GA) in Brent – Burnt Oak and Colindale – which is expected to experience high housing growth.

Within Kingsbury itself is a locally significant industrial site (LSIS) at Honeypot Lane, and a local employment area (LEA) along Kingsbury Road.
The Brent Local Plan highlights that while these employment sites are well occupied, they have not been subject to significant public realm investment in recent years, and have limited access to strategic transport links.

There are eight schools directly within the local area, many of whom are taking significant proactive steps towards tackling the climate emergency, working together to deliver ambitious behaviour change initiatives with staff, students, and wider school communities. A further eight schools are just outside of the Kingsbury Green Neighbourhood area but form part of the Kingsbury and Kenton Schools Cluster

The Brent Local Plan sets out the potential for intensification of residential development at various locations within Kingsbury town centre itself, particularly along Kingsbury Road should Public Transport Accessibility Levels (PTAL) increase, for which Transport for London's new Superloop bus service could deliver on.

There is a significant opportunity to support Kingsbury in becoming an exemplar Green Neighbourhood and supporting wider council goals in responsive to inclusive growth. Without this investment in these sustainable travel links, the surrounding strategic road network is at risk of becoming further congested, unsafe and higher polluting than it already is.

In addition to supporting good growth, the delivery of high-quality, safe and sustainable transport links within the Kingsbury neighbourhood, and connecting to neighbouring growth areas, will help tackle a key challenge faced in the borough with regard to school travel. Traffic data around the local schools indicates that there are high volumes of traffic on Princes Avenue and Stag Lane during school pick up and drop off times. Similarly, there is a peak in traffic during these times on Bacon Lane. Old Kenton Lane, where there is an existing school street has slight peaks before the morning drop off period and after the evening pick up period. This is demonstrated in Figure 1.

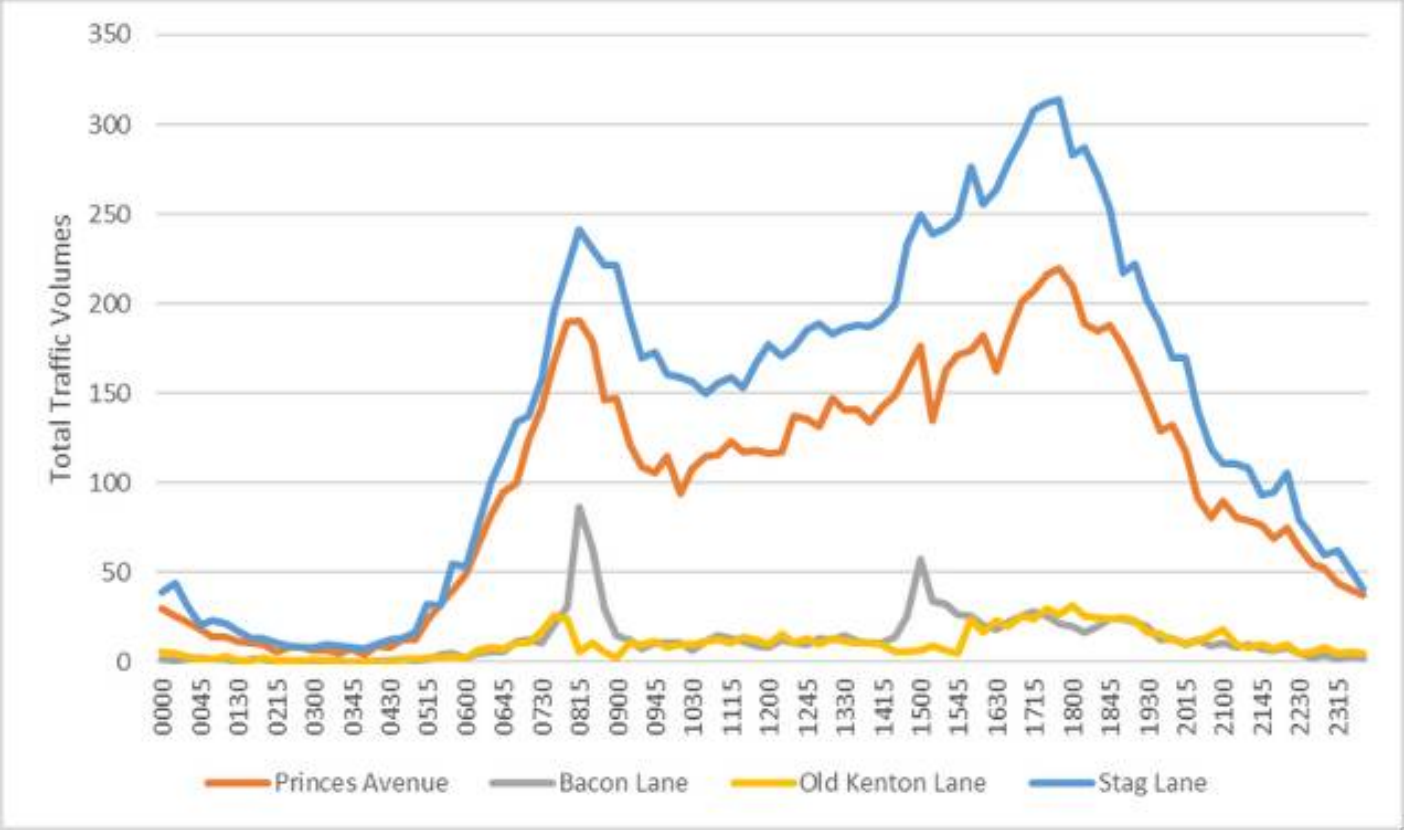

Figure 1: Weekday Average Traffic Flows, Schools

As demonstrated by the Old Kenton Lane data, Brent's School Streets programme has shown that when road space is designed in ways that encourage and enable safe and active travel, the number of students travelling to school by active modes rises. In some schools, students travelling by active modes has increased by up to 29 per cent, alongside the delivery of school streets.

Investment in Kingsbury Green Neighbourhood also present significant opportunities for the town centre.

The town centre has among the lowest vacancy rates in Brent and there is a long-held ambition to enhance the role of the town centre formalising, enabling and promoting its role as a cultural food shopping destination in London. It's close proximity to Kingsbury Underground make it a well-connected town centre, however high levels of air pollution and pedestrian, cyclist and driver conflict limits its potential.

The Kingsbury Green Neighbourhood area is bounded by Fryent Way to the west, with the A4006 a key severance route; both attract high levels of air pollution, and the A5 corridor is located within half a mile of the neighbourhood. All of these routes were subject to Brent's 2006 Air Quality Management Area, which has since been extended to cover the entire borough, given air quality levels set out by the World Health Organisation are not being met across the borough. However the Kingsbury area, is the third highest priority Air Quality Focus Area, with a moderate number of air quality receptors not meeting annual targets.

Cycling uptake in the north of the borough, within which Kingsbury is located, is much lower than in the south, despite clear opportunities to connect with local destinations of significance on foot or by bike, including the borough's only designated Metropolitan Park, Kingsbury town centre's unique shopping offer, alongside multiple schools and places of worship.

There is a clear and pressing need to need to reduce traffic dominance and enable and encourage sustainable mode shift within Kingsbury and connecting to surrounding neighbourhoods.

Engagement delivered as part of the Green Neighbourhoods programme and within the Schools Climate Cluster in Kingsbury, has begun to recognise with communities, a need for change, which is fundamental to the success of any future schemes which seek to deliver mode shift.

As this work continues, and with proposals forthcoming bus service improvements in the area, further funding can maximise this existing investment with safe, high-quality and convenient active travel connections.

Site analysis

To support the development of the concept designs, the existing conditions were assessed. This included a review of existing information, site observations and undertaking baseline traffic surveys.

Existing information review

Existing conditions

The Kingsbury Green Neighbourhood area is a predominantly residential area, with a High Street on Kingsbury Road disconnecting the area and access to both Roe Green Park within the site extents and Fryent Country Park to the south of the scheme boundary. In addition to these key links to green spaces and retail, there are multiple schools within the area.

These green spaces, key through routes such as Kingsbury Road and the rail line, are key severance points through the area. This severance underlines the need to provide alternative walking / wheeling and cycling through the area to encourage mode shift to active transport.

There are two school streets within the area, at St Robert Southwell Primary School on Slough Lane and Kingsbury Green Primary School on Old Kenton Lane. There are also segregated cycle facilities along Kingsbury Road between the Kingsbury Circle and Old Kenton Lane.

Existing policies and projects

There are existing council policies which demonstrate the need to provide a green neighbourhood in the Kingsbury area including:

- Brent Long Term Transport Strategy Review (October 2022) provides strategic direction for transport investment with an overarching aim of improving transport options for all. It outlines the need to reduce journeys made by private vehicles and increase levels of active transport. This is consistent with the Green Neighbourhood objectives.

- Brent Active Travel Implementation Plan 2024-2029 sets out the vision to make active travel the natural first choice for everyday journeys. This plan directly mentions improvements to walking / wheeling and cycling in Green Neighbourhood areas.

- Brent Air Quality Action Plan 2023-2027 outlines the actions to address air pollution in the borough. This includes the incentivising of walking / wheeling and cycling. The Kingsbury area is listed as an air quality focus area due to a moderate number of receptors not meeting annual mean No2 Air Quality Objectives.

In addition to the Green Neighbourhood scheme, there are other projects which will support with the Green Neighbourhood. These include:

- Enhancing green verges throughout the Kingsbury area
- Introduction of a School Superzone covering Roe Green Infant School, Roe Green Junior School and Kingsbury High School. This project aims to reduce air pollution exposure and increase active transport to the schools.
- Kingsbury Road / Roe Green / Slough Lane junction pedestrian improvement scheme. This project aims to improve the pedestrian crossing facilities on all approaches to this junction
- l TfL Superloop project is planned to extend along Kingsbury Road in the westbound direction along the site extent

In addition to these ongoing projects, engagement data from previous projects has been reviewed to inform design ideas. Some key themes from this previous engagement is mapped in Figure 2

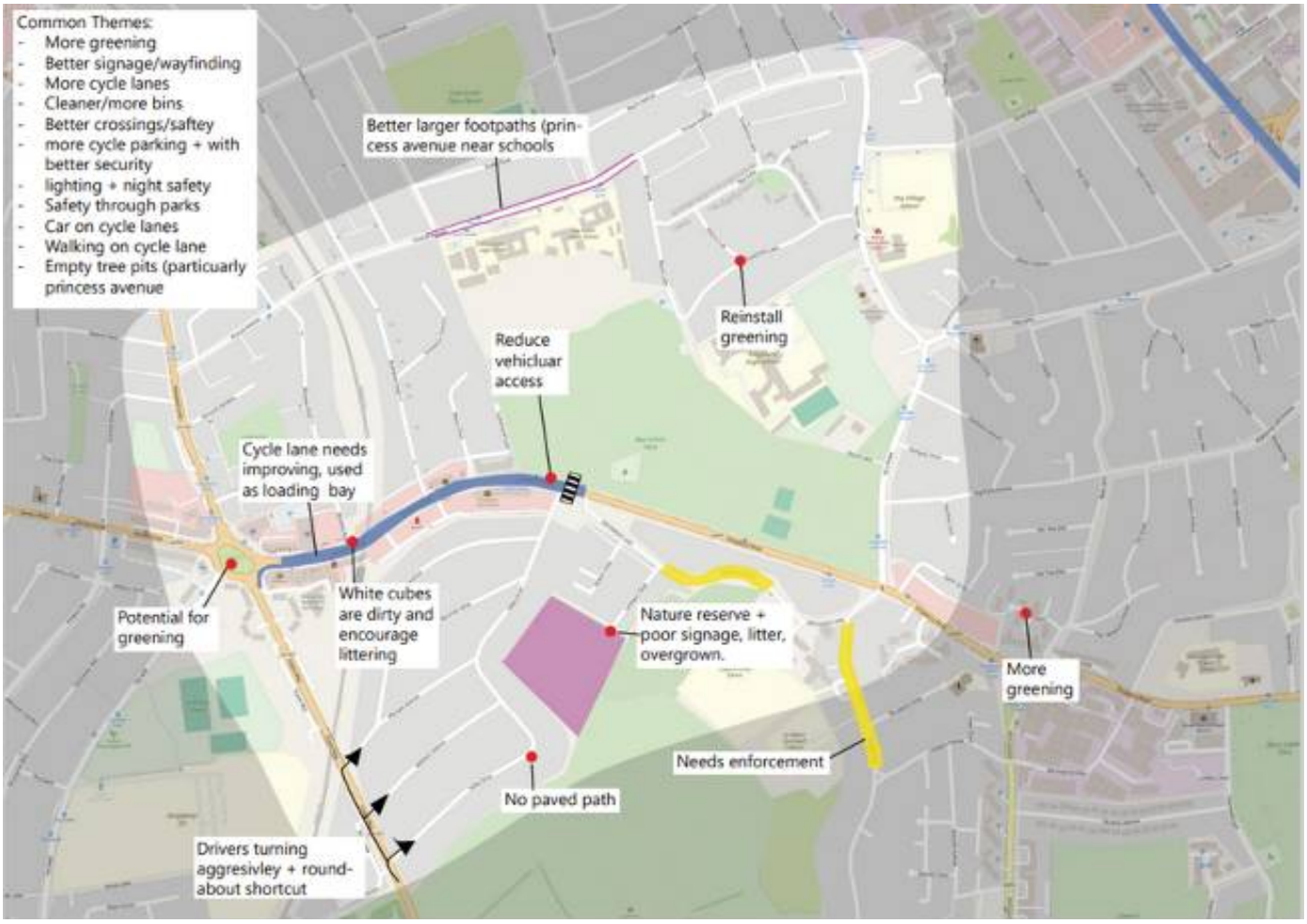

Figure 2: Previous Engagement Themes

Site observations

A site visit was undertaken on 15 May 2024 to further understand existing conditions for walking / wheeling and cycling and provide context to previous engagement. The site visit was conducted between 10am to 2pm. The weather conditions were fine, and road surface dry.

Site observations were used to develop the concept designs. Some key observations included:

- The existing segregated cycle facility was blocked by parked vehicles frequently and pedestrians were observed walking on the track. This was particularly prevalent between Fryent Way and Berkley Road but did occur throughout the extents of the segregated facility. This may indicate the need to implement improvements to this segregation. This may include changing of the surfacing and the implementation of vertical segregation
- There were clear pedestrian desire lines through the parks which were not paved. The most prominent was from west of Bus Stop L on Kingsbury Road through to Bacon Lane in Roe Green Park and through Fryent Country Park between Larkspur Close and Valley Drive.
- Opportunities for upgrades to existing zebra and informal crossing to improve pedestrian and cyclist connections across main roads were noted on Fryent Way, Kingsbury Road and Stag Lane.
- Improvements to accessibility with respect to tactile paving was noted along Kingsbury Road and Stage Lane
- The footway along Bacon Way was damaged by pavement parking. Additionally, the car parking along the centre of the road may increase the risk of collisions between motor vehicles and cyclists.
- Opportunities for greening were noted along Princes Avenue, Berkley Road, Brampton Road and Valley Drive. In particular, empty tree pits were noted along Princes Avenue.

Site surveys

To support the development of the concept designs, and verify engagement themes, traffic count surveys have been undertaken and collision data has been reviewed.

Vehicle volumes

Automatic Traffic Count surveys were undertaken in 20 locations across the scheme area. These surveys count vehicles (including cyclists) along the carriageway and classify vehicles by weight and axle distance. These surveys were undertaken for a week between 9 July and 15 July 2024 inclusive.

The average daily profile of all sites is shown in Figure 3. This profile is consistent with expectations, showing a morning peak and evening peak. The evening peak is extended to cover the school pick up and drop off time.

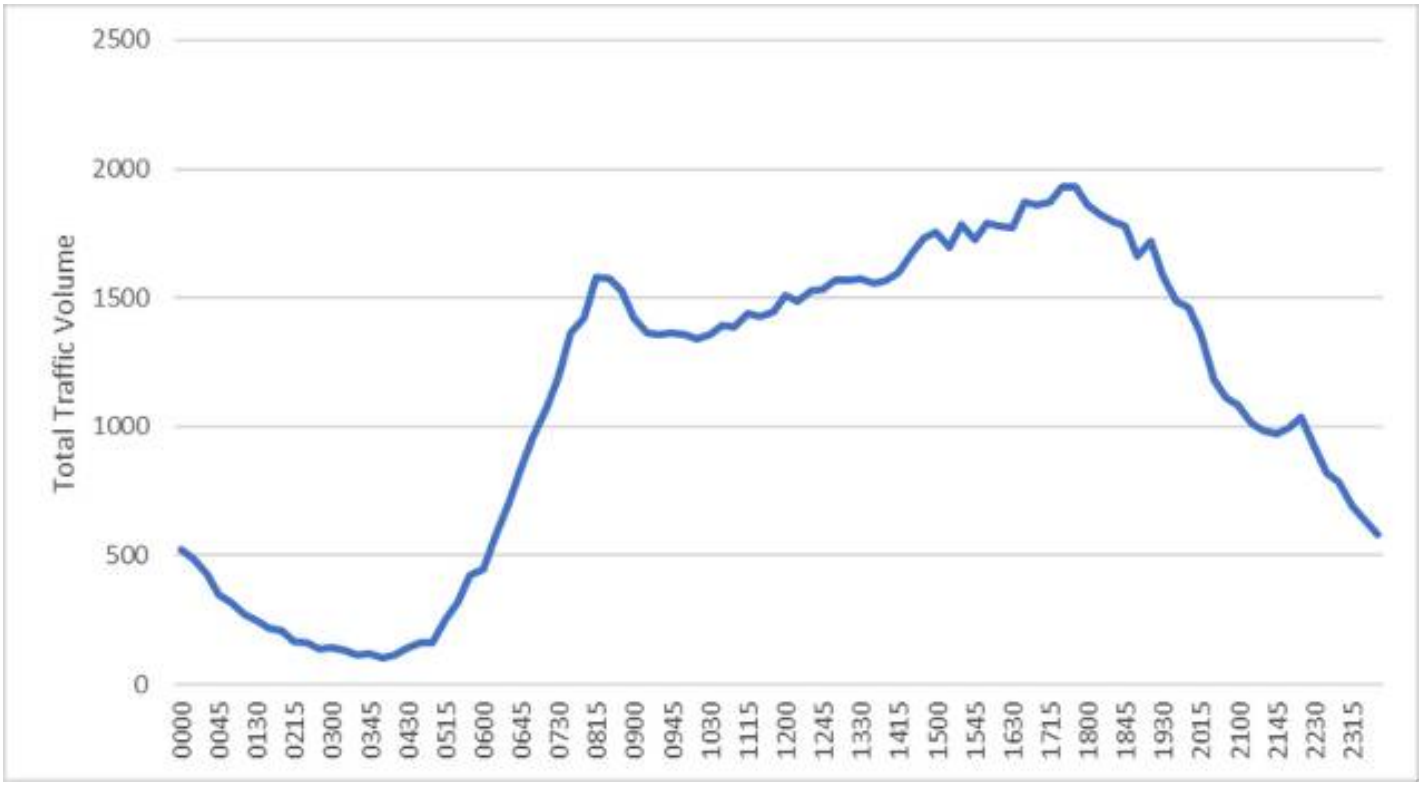

Figure 3: Daily Total Traffic Flows (7 day average)

This survey data has been analysed to determine total daily traffic volume, two-wheel vehicle traffic volume (ie motorcycle and pedal cycle), Heavy Goods Vehicle (HGV) volume and average and 85th percentile speeds.

This data was reviewed to determine links where most people should be able to walk / wheel and cycle safely. This has considered the following benchmarks:

- London Cycling Design Standards recommends that roads that carry 200 vehicles in the peak hour (or approximately 2,000 vehicles per day) are quiet enough for people to cycle on the road without dedicated facilities.
- Local Transport Note 1/20 Cycle Infrastructure Design outlines that a street which carries 1,000 per day or less may be appropriate as a Quiet Lane or Home Zone which would enable cyclists and pedestrians to use the width of the carriageway.
- Proportion of HGVs is less than or equal to 5% or segregated cycle facilities are provided (from Healthy Streets)
- Average and 85th percentile speed is 20mph or lower
- Cycle volumes have been assessed to determine where the key routes through the area are (outside of main roads).

Table 1 summarises the traffic volumes. This demonstrates that most roads within the area are not suitable for cyclists to cycle on the carriageway and that only 3 sites could be designated as a Home Zone. This indicates a need to provide segregated facilities on the boundary roads and reduce traffic volumes along residential roads to enable mode shift to active transport.

Further, there were 4 sites where the average speed exceeded 20mph and 13 sites where the 85th percentile speed exceeded 20mph. There are also locations where the existing speed limit is 30mph. It is recommended that a 20mph zone with traffic calming be implemented throughout the area.

ID	Description	Daily vehicle	Daily 2wheel vehicle	Daily HGV	% HGV	Avg speed	85% speed	Existing speed limit
1	Valley Drive east of Fryent Way	1733	53	147	8%	19.3	23.0	20
2	Waltham Avenue east of Fryent Way	437	11	23	5%	17.8	22.3	20
3	Wyndale Drive east of Fryent Way	1687	60	98	6%	20.3	24.5	20
4	Valley Drive south of Kingsbury Road	3363	131	258	8%	14.6	18.5	20
5	Kingsbury Road east of Kingsbury Circle	15305	850	1536	10%	13.7	18.3	20
6	Berkeley Road south of Leybourne Road	3409	175	196	6%	10.2	13.5	30
7	Berkeley Road north of Leybourne Road	1562	131	94	6%	19.8	24.0	30
8	Leybourne Road east of Honeypot Lane	257	24	11	4%	10.5	13.1	30
9	Princes Avenue west of Berkeley Road	10361	499	849	8%	20.8	26.1	30
10	Brampton Road north of Grosvenor Crescent	1948	199	124	6%	18.0	22.0	20
11	Princes Avenue between Eton Grove and Bacon Lane	9481	432	689	7%	17.0	20.9	20
12	Bacon Lane north of Roe Lane	1177	103	63	5%	16.8	21.4	20
13	Scudamore Lane south of Princes Avenue	393	36	34	9%	15.6	14.1	20
14	Goldsmith Lane east of Roe Lane	1516	116	73	5%	15.0	18.7	20
15	Princes Avenue east of Tennyson Avenue	7209	343	565	8%	19.3	23.7	20
16	Stag Lane between Goldsmith Lane and Hay Lane	13094	406	1163	9%	20.4	24.4	20
17	Roe Green south of Bacon Lane	13431	521	1320	10%	19.3	23.2	20
18	Kingsbury Road west of Roe Green	15542	999	1564	10%	23.4	28.4	20
19	Old Kenton Lane between Larkspur Close and Slough Lane	1062	95	82	8%	19.1	23.2	20
20	Slough Lane South of Old Kenton Lane	3254	263	183	6%	16.7	20.0	20

Table 1: Traffic volumes summary

Pedestrian and cycle volumes

To support the traffic volume data, pedestrian and cycle count surveys have also been undertaken in 8 locations, as shown below. These counts were undertaken between 6am and 8pm on 11 July 2024. The weather was dry during this period. These results are summarised in the following sections.

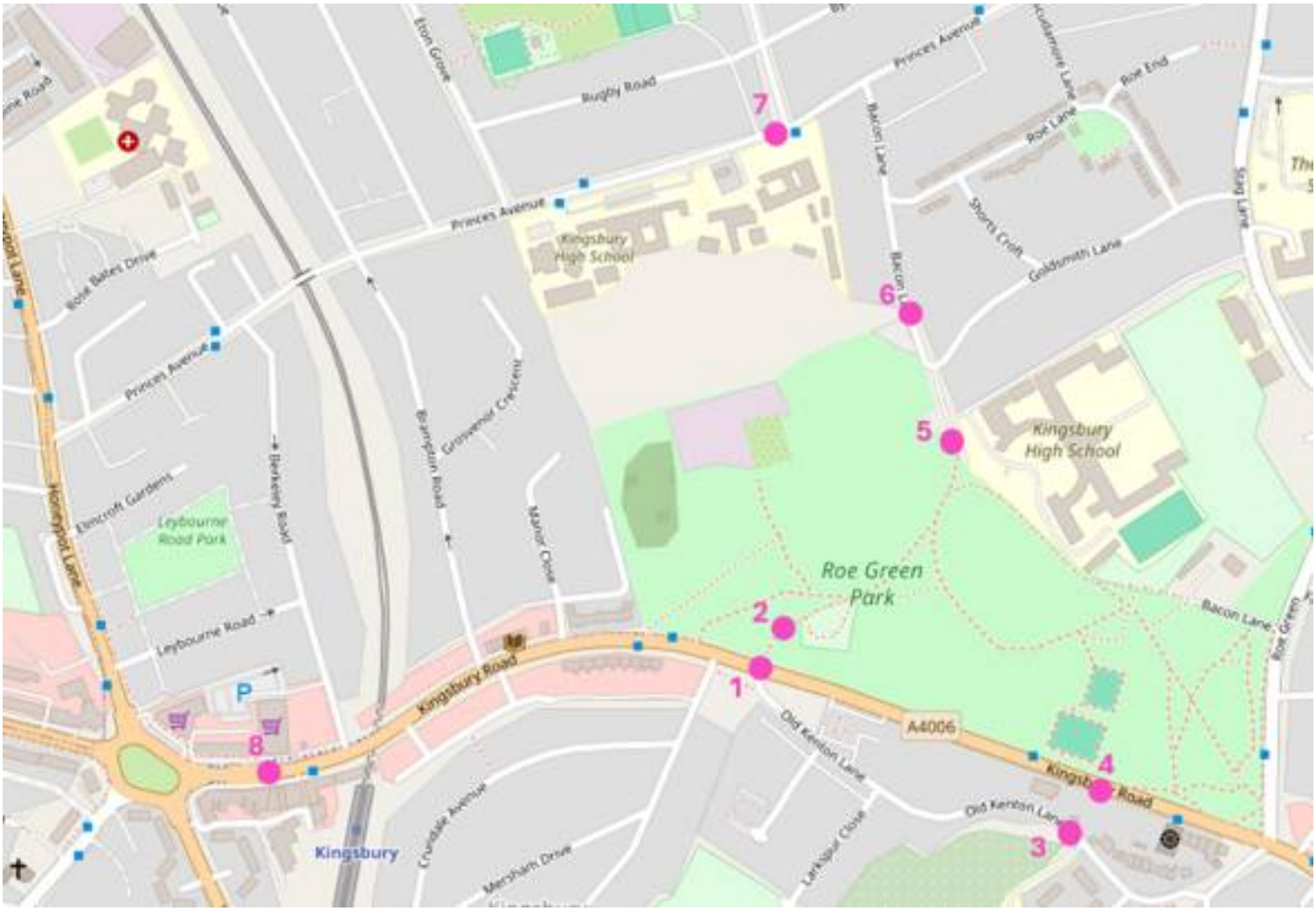

Figure 4: Pedestrian and Cycle Count Locations

Site 1 Kingsbury Road / Valley Road pedestrian crossing

The pedestrian counts indicate good utilisation of the pedestrian crossing with only a few pedestrians crossing outside of the crossing area or walking on the footway.

The cycle volumes indicate that a significant portion of the cyclists at this location do not feel comfortable on the carriageway and are therefore cycling on the footway. Similarly, cyclists are using the zebra crossing. This indicates that upgrades to this crossing should accommodate cyclists and that segregated cycle facilities are required.

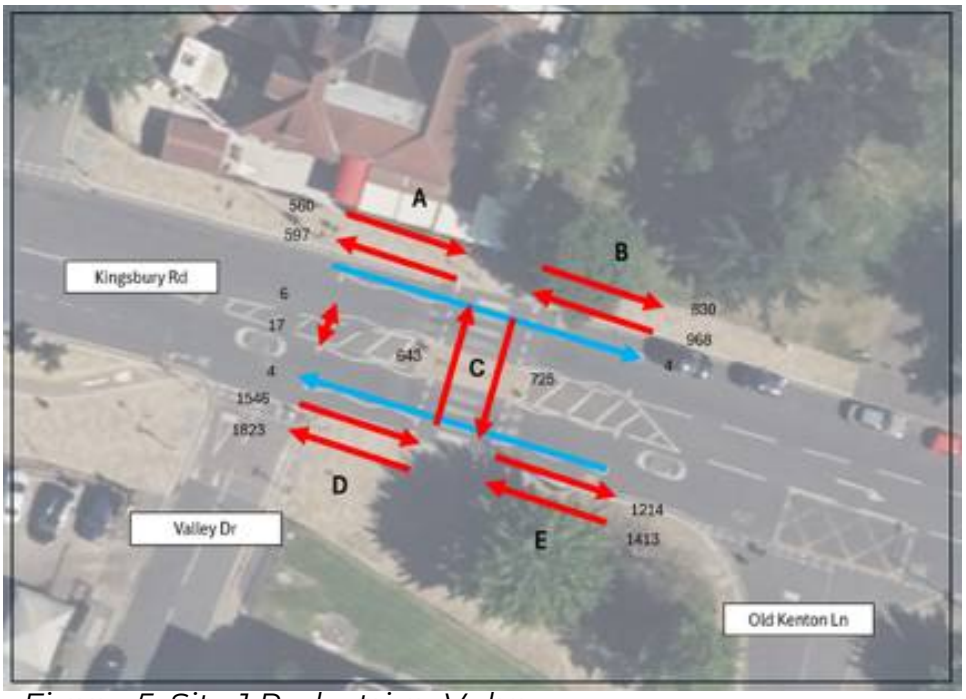

Figure 5: Site 1 Pedestrian Volumes

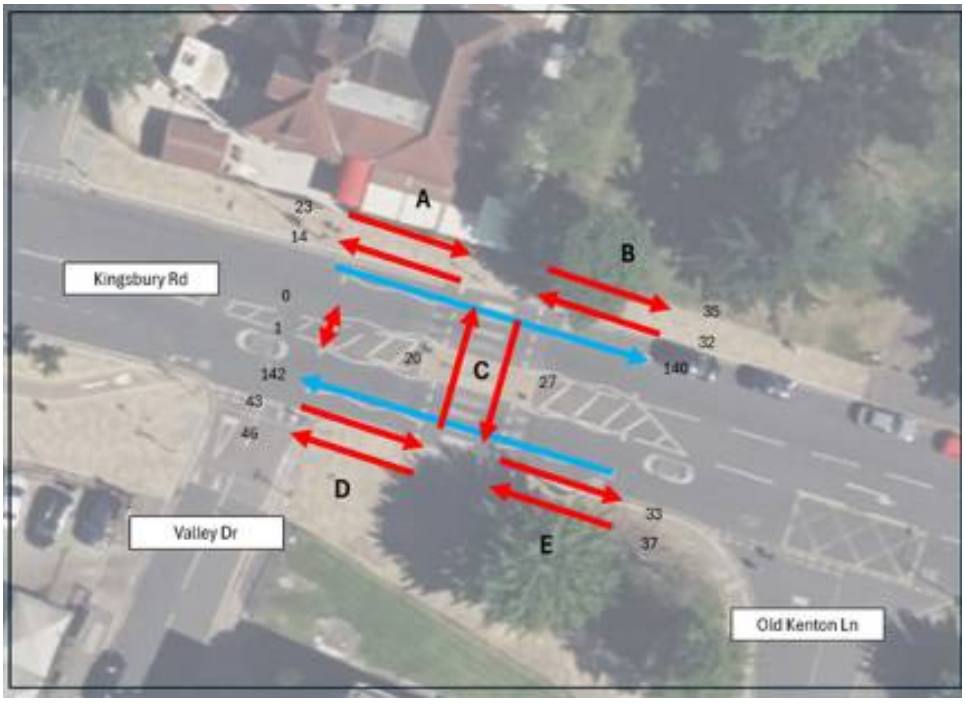

Figure 6: Site 1 Cycle Volumes

Site 2 Roe Green Park Path

The footway in this location carries approximately 1,200 pedestrians between 6am-8pm or 90 pedestrians per hour. Additionally, there are 57 cyclists between 6am-8pm or 4 per hour. The footway width is approximately 3.2m wide which is considered sufficient for these volumes, consistent with LTN1/20. However, where this route is promoted as a quiet route, it is recommended that footway widening be undertaken to ensure sufficient clearance between users.

Figure 7: Site 2 Pedestrian Volumes

Figure 8: Site 2 Cyclist Volumes

Site 3 Old Kenton Lane

This section carries significant volumes of pedestrians, due to the school street in this location. This also accounts for the volume of pedestrians using the carriageway. There are also significant volumes of pedestrians crossing in this location. However, the majority of these are crossing during school street operation which indicates that a more formal crossing is not required. The cycle volumes are considered relatively low in this location.

Figure 9: Site 3 Pedestrian Volumes

Figure 10: Site 3 Cycle Volumes

Site 4 Kingsbury Road Uncontrolled Crossing

The pedestrian volumes in isolation in this location do not appear to justify a formal crossing. However, given the motor vehicle volumes and engagement feedback a formalised crossing in this location may still be beneficial and would encourage mode shift to active transport.

The cycle volumes indicate that a significant portion of the cyclists at this location do not feel comfortable on the carriageway and are therefore cycling on the footway. Similarly, cyclists are using the zebra crossing. This indicates that upgrades to this crossing should accommodate cyclists and that segregated cycle facilities are required.

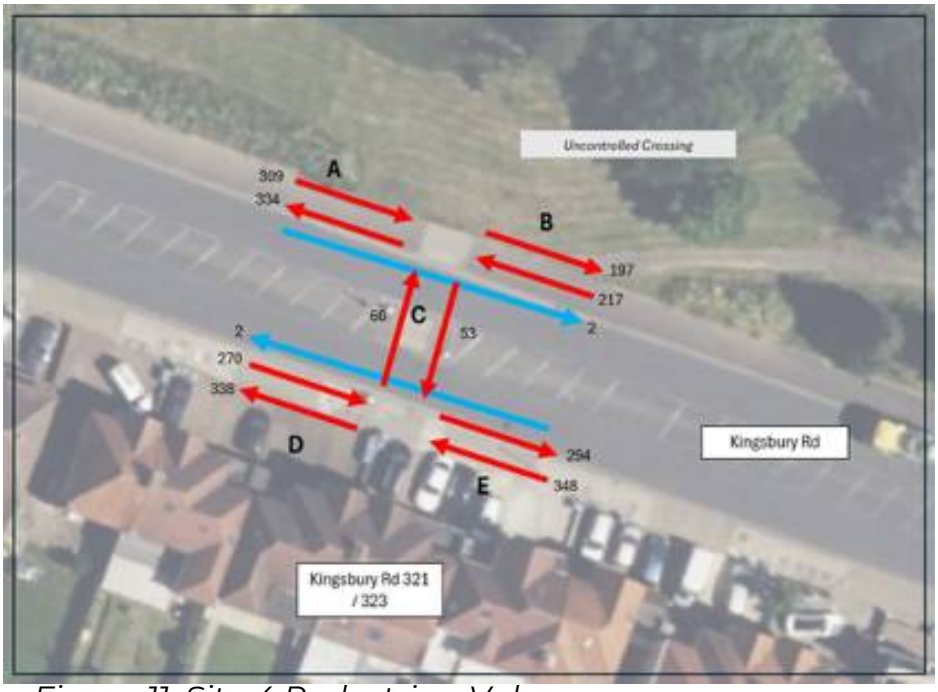

Figure 11: Site 4 Pedestrian Volumes

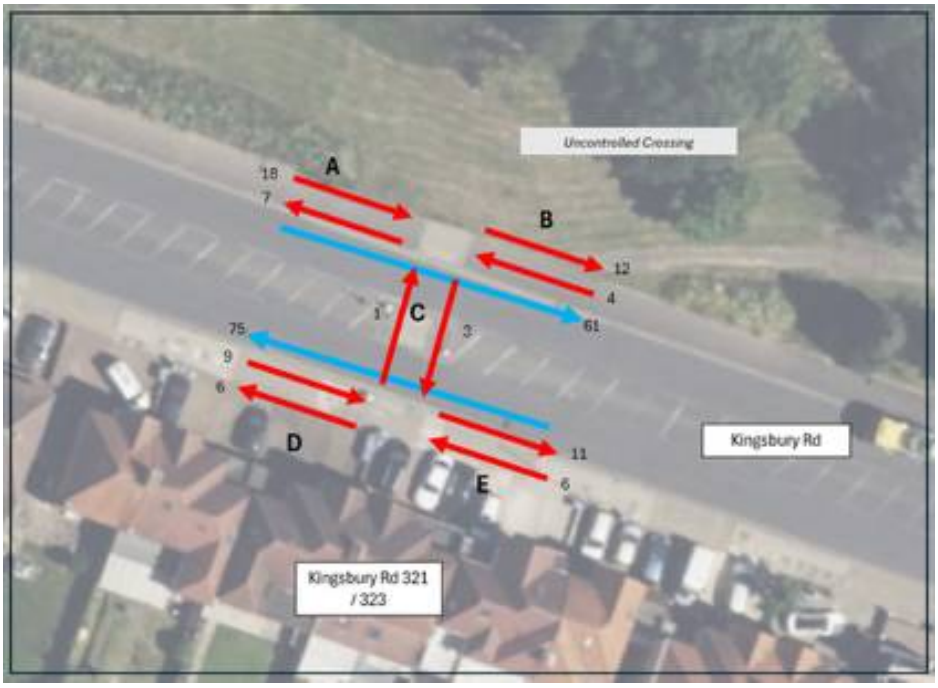

Figure 12: Site 4 Cycle Volumes

Site 5 Bacon Lane Roe Green Park Entrance

The footway and carriageway in this location carries approximately 3,000 pedestrians between 6am-8pm or 210 pedestrians per hour. Additionally, there are 117 cyclists between 6am-8pm or 8 per hour. The combined footway and carriageway width in this location is considered sufficient for these volumes, consistent with LTN1/20. The no through nature of this road for vehicles enables pedestrians and cyclists to feel comfortable on the carriageway.

Figure 13: Site 5 Pedestrian Volumes

Figure 14: Site 5 Cycle Volumes

Site 6 Bacon Lane

The pedestrian volumes in this location demonstrate that a significant proportion of pedestrians use the carriageway. Given the narrow width of the footway, and proximity of the school this is consistent with expectations.

Cycle volumes in this location are quite low, however as this is the most direct route for cyclists, it is recommended as a cycle route.

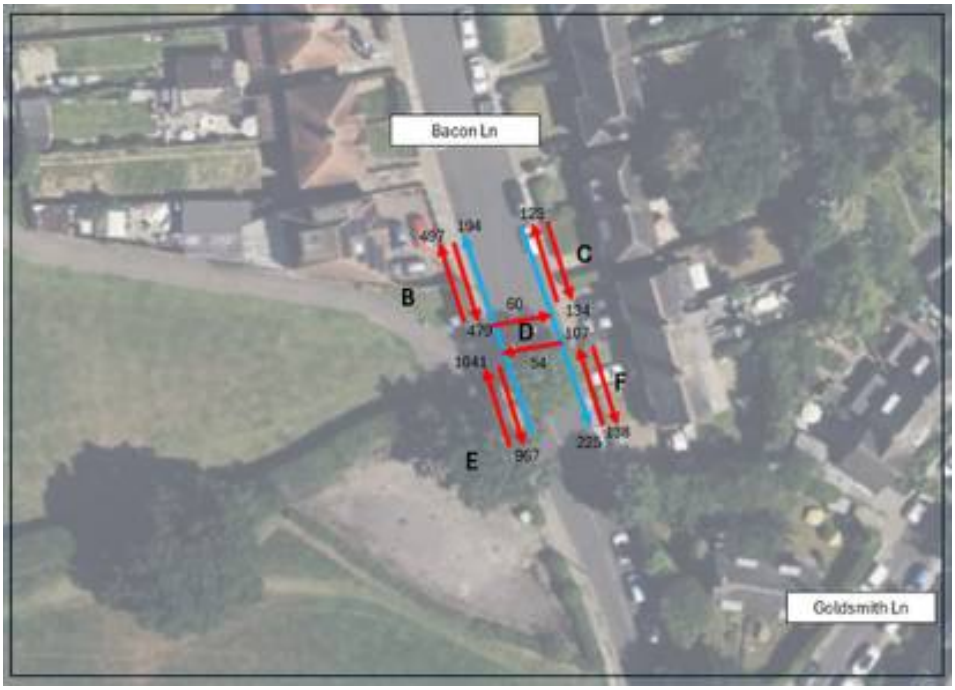

Figure 15: Site 6 Pedestrian Volumes

Figure 16: Site 6 Cycle Volumes

Site 7 Princes Avenue Zebra Crossing

There are approximately 1,400 to 1,700 pedestrians on the southern footway and 720 to 1,600 pedestrians on the northern footway. These peak during school pick up and drop off times and again at 6pm. The pedestrian counts indicate good utilisation of the pedestrian crossing with only a few pedestrians crossing outside of the crossing area or walking on the footway.

The cycle volumes indicate that a significant portion of the cyclists are on the footway in this location. This is likely associated directly with movements two and from the school. It may also indicate a need for segregated facilities in this location. Similarly, cyclists are using the zebra crossing. This indicates that upgrades to this crossing should accommodate cyclists.

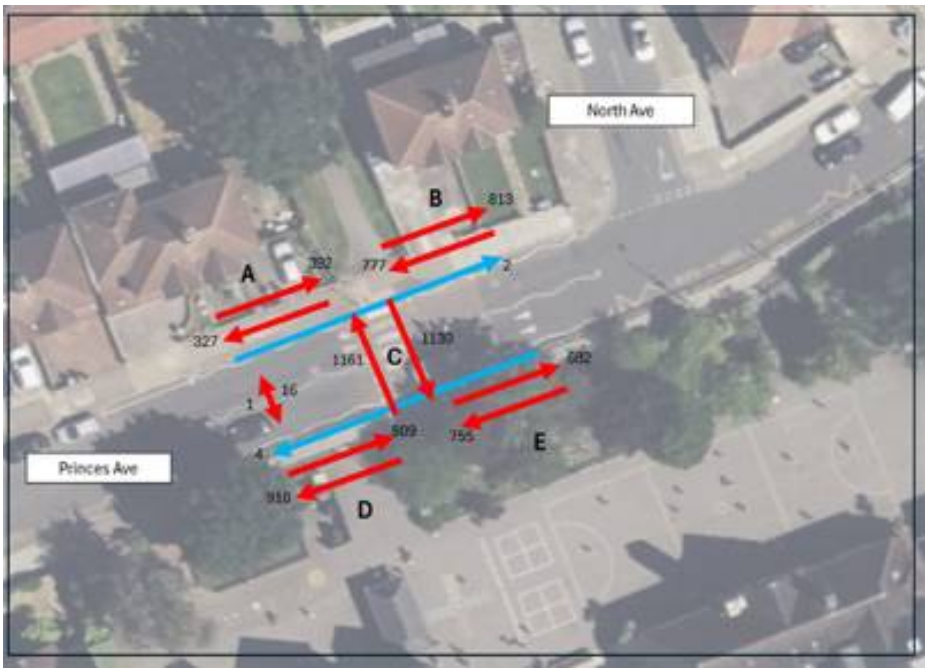

Figure 17: Site 7 Pedestrian Volumes

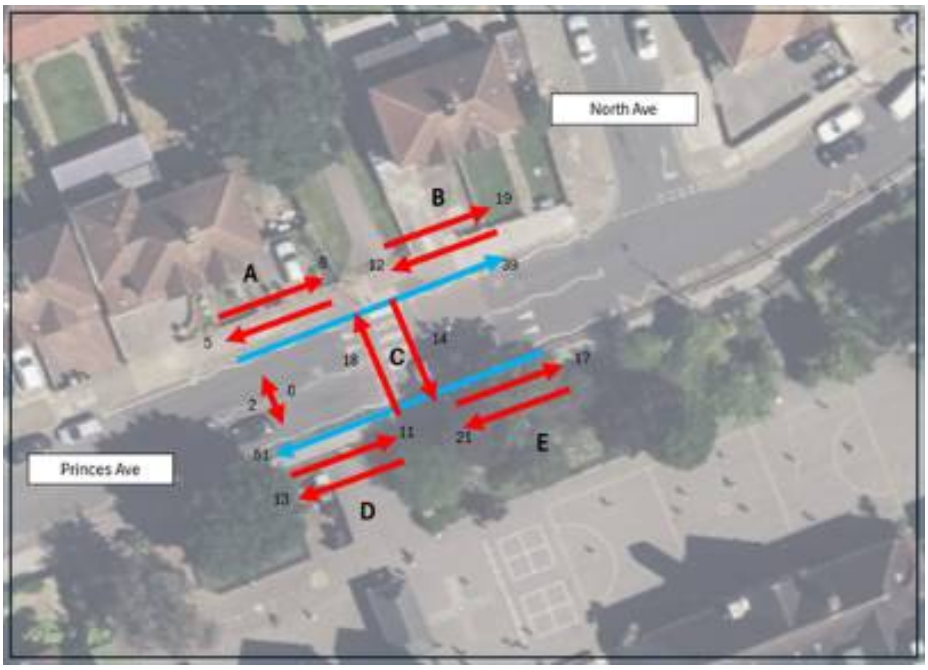

Figure 18: Site 7 Cycle Volumes

Site 8 Kingsbury Road Signalised Crossing

Consistent with expectations, there are high volumes of pedestrians in this location. There were approximately 125 to 560 per hour on the northern footway and 85 to 230 per hour on the southern footway. There were also about 292 pedestrians crossing per hour within the extents and a further 50 crossing outside the extents. This may indicate a level of crowding at the crossing or pedestrians crossing along their desire line.

The cycle volumes indicate that the cyclists are not using the one-way tracks as intended but rather travelling in both directions along both the northern and southern side. There were also significant volumes cycling along the carriageway. This indicates that the cycle track is not working as intended, consistent with onsite observations.

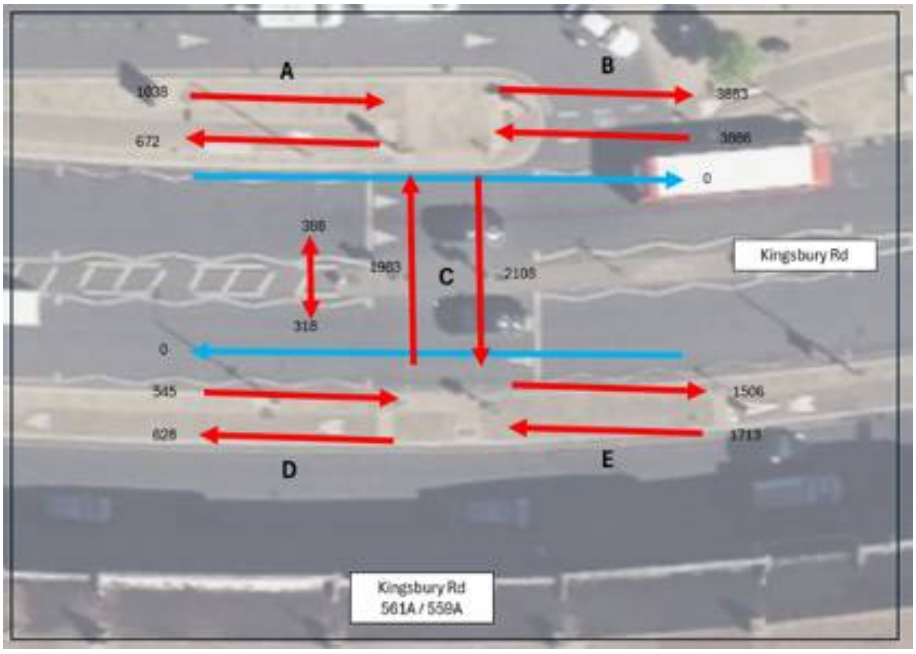

Figure 19: Site 8 Pedestrian Volumes

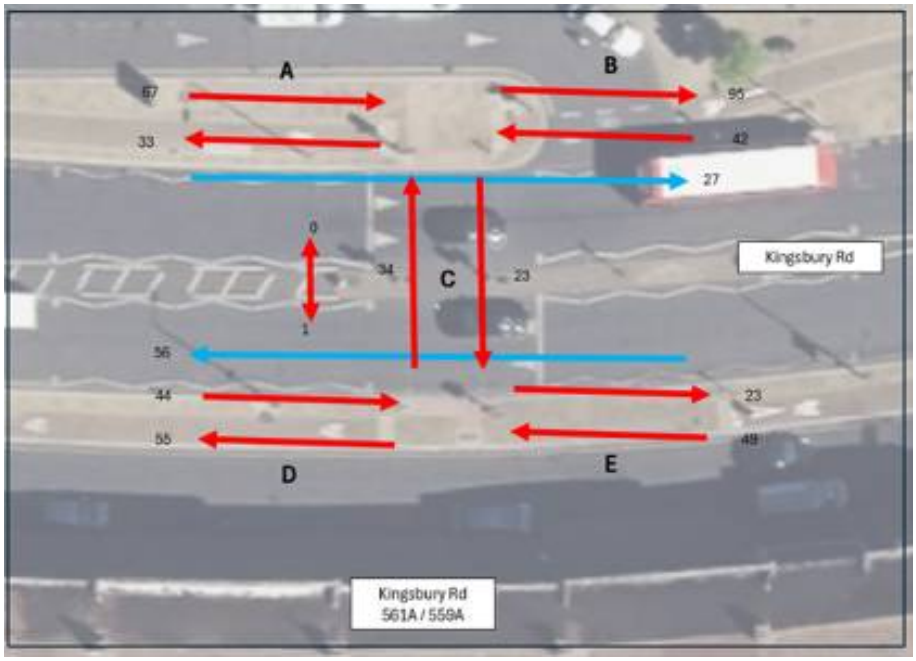

Figure 20: Site 8 Cycle Volumes

Collision review

Collisions across the Kingsbury area between October 2018 to September 2023 are shown in Figure 21.

Figure 21: Collision locations

This demonstrates the vast number of collisions are on main roads. The three areas with the highest concentration of collisions are between Kingsbury Underground Station and Kingsbury Circle, the Kingsbury Road/ Roe Green junction and a small cluster of collisions at the crossing outside The Village School. Collisions are broken down by type and severity in Table 2 below.

Accident Severity	**Number**
Fatal	0
Serious	9
Slight	109

Table 2: Collision Severity

Traffic surveys

The traffic survey data demonstrates the need to reduce vehicle speeds and reduce vehicle volumes on residential streets to enable safe cycling routes. The key locations where speed mitigation, likely in the form of traffic calming is required to reduce average speeds to below 20mph are outlined below:

- Wyndale Road
- Princes Avenue, west of Berkeley Road (existing 30mph speed limit)
- Stag Lane
- Kingsbury Road, west of Roe Green

In addition, it is recommended that speed mitigation in the form of traffic calming be considered where 85th percentile speeds exceed 20mph. This should include the implementation of a 20mph zone along:

- Princes Avenue, west of Berkeley Road
- Berkeley Road
- Leybourne Road

To enable mode shift to active transport, it is critical that pedestrian and cycle infrastructure be improved, and motor vehicle volumes be reduced. Where motor vehicle volumes cannot be reduced significantly, such as on main roads, segregated cycle facilities and improved pedestrian crossings should be implemented. Outside of the main roads, the key locations where reduced vehicle volumes are required to enable mode shift to active transport are:

- Valley Drive
- Wyndale Drive
- Berkeley Road
- Brampton Road
- Bacon Lane
- Goldsmith Lane
- Old Kenton Lane

Measures to enable mode shift should include the introduction of modal filters, footway improvements and traffic calming.

Pedestrian and cycle counts

The pedestrian and cycle counts further demonstrate the need to improve cycle infrastructure in the form of segregated tracks and improved cycle crossings. This data also indicates locations where crossing upgrades are required to improve pedestrian access, which is particularly important with the high number of students. Key locations where improvements could be implemented include:

- Kingsbury Road / Valley Road pedestrian crossing requires improvements to enable cyclists to cross in this location
- Roe Green Park Path opposite OId Kenton Lane may require widening to enable use as a cycle route
- 321 Kingsbury Road Uncontrolled Crossing could be upgraded to incorporate cycle movements, in conjunction with the implementation of cycle tracks. This is based on engagement feedback
- Bacon Lane requires improvements to encourage cyclists to use this route and enable safer conditions for pedestrians
- Princes Avenue Zebra Crossing adjacent to North Avenue could be upgraded to incorporate cycle movements, in conjunction with the implementation of cycle tracks.
- Kingsbury Road Signalised Crossing, east of Kingsbury Circle indicates pedestrian crowding and incorrect use of cycle lanes. This demonstrates the need for wider improvements to the cross section in this location. This is consistent with site visit observations.

Concept development

Using the information gathered from the community, along with traffic data, design improvements were developed. These include creating better and safer north-south and east-west walking and cycling routes, a new gateway entrance to the neighbourhood by improving the station area on Kingsbury Road and improve greening within the area. All design improvements can be found in chapter 8 recommendations.

To receive full benefits, it is recommended that all design improvements are implemented across the area however to ensure that the design outcomes meet community needs and are provided in a cost effective, cohesive way, a phased programme of all design proposals has been developed.
Therefore these concept ideas have been broken down into short, medium and long-term options.

Short term

The short-term design ideas focused on defining better and safer north-south and east-west walking and cycling routes, with a focus on access to green spaces. These are design ideas that could be delivered relatively quickly, and require low to medium levels of funding, but still have a positive impact.
The key items in these proposals include:

- Improvements to key walking and cycling routes such as contraflow cycling
- Extension of 20mph zone to cover the scheme area
- Introduction of a modal filter on Valley Drive
- Traffic calming on Old Kenton Lane

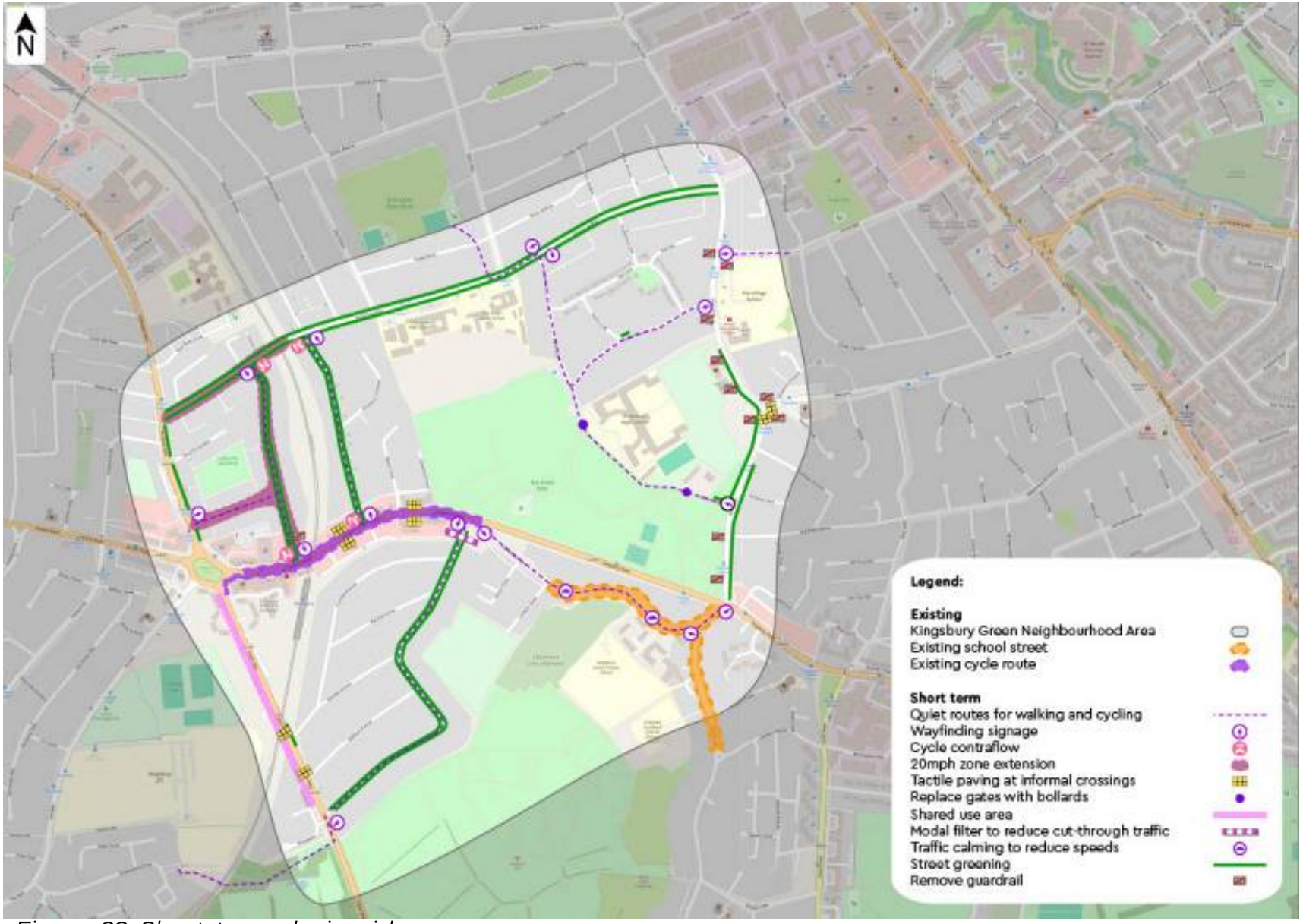

Figure 22: Short-term design ideas map

Medium term

These design ideas could have more significant positive impacts on walking, wheeling, and cycling in Kingsbury, but would take longer to deliver. They focus on upgrades to parks and green spaces, along with public space improvements, to maximise the use and quality of new walking and cycling routes introduced.

The key items in these proposals include:

- Improvements on Bacon Lane to improve walking / wheeling and cycling conditions. This may include the introduction of a school street zone (including Roe Green Village)
- Footway surfacing of key pedestrian desire lines in Roe Green Park and Fryent Country Park
- Introduction of new or upgraded pedestrian crossings
- Improvement of cycle segregation on Kingsbury Road

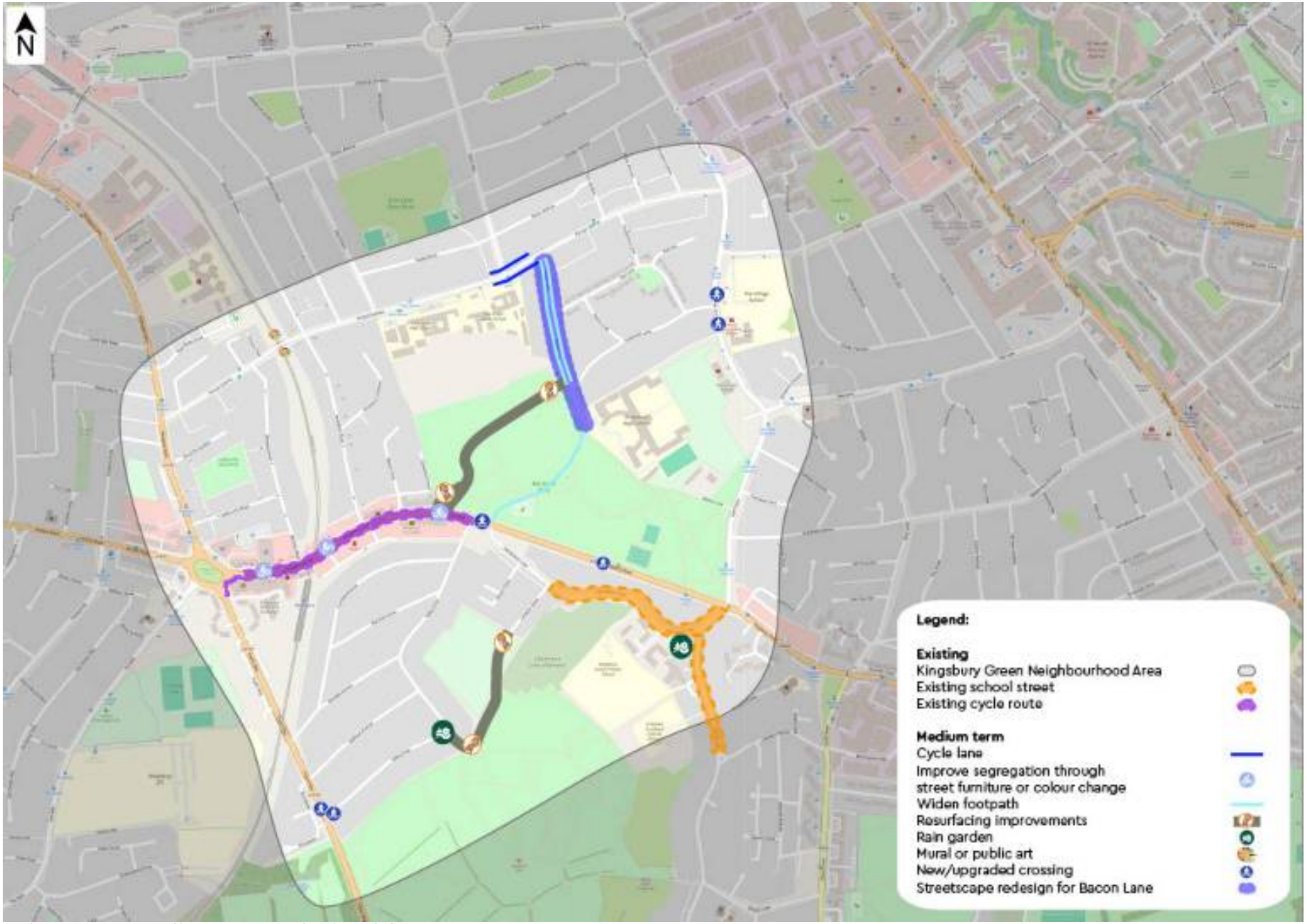

Figure 23: Medium-term design ideas map

Long term

These design ideas are more transformational and would require significant time and funding to deliver.

- The key items in these proposals include:
- Kingsbury Station upgrade project to improve station area
- Kingsbury Road bus priority scheme
- Kingsbury Road / Roe Green / Slough Lane junction improvements focussing on improving pedestrian access
- Extension of the cycle lanes on Kingsbury Road through to Roe Green
- Modal filters on both Brampton and Berkeley Road

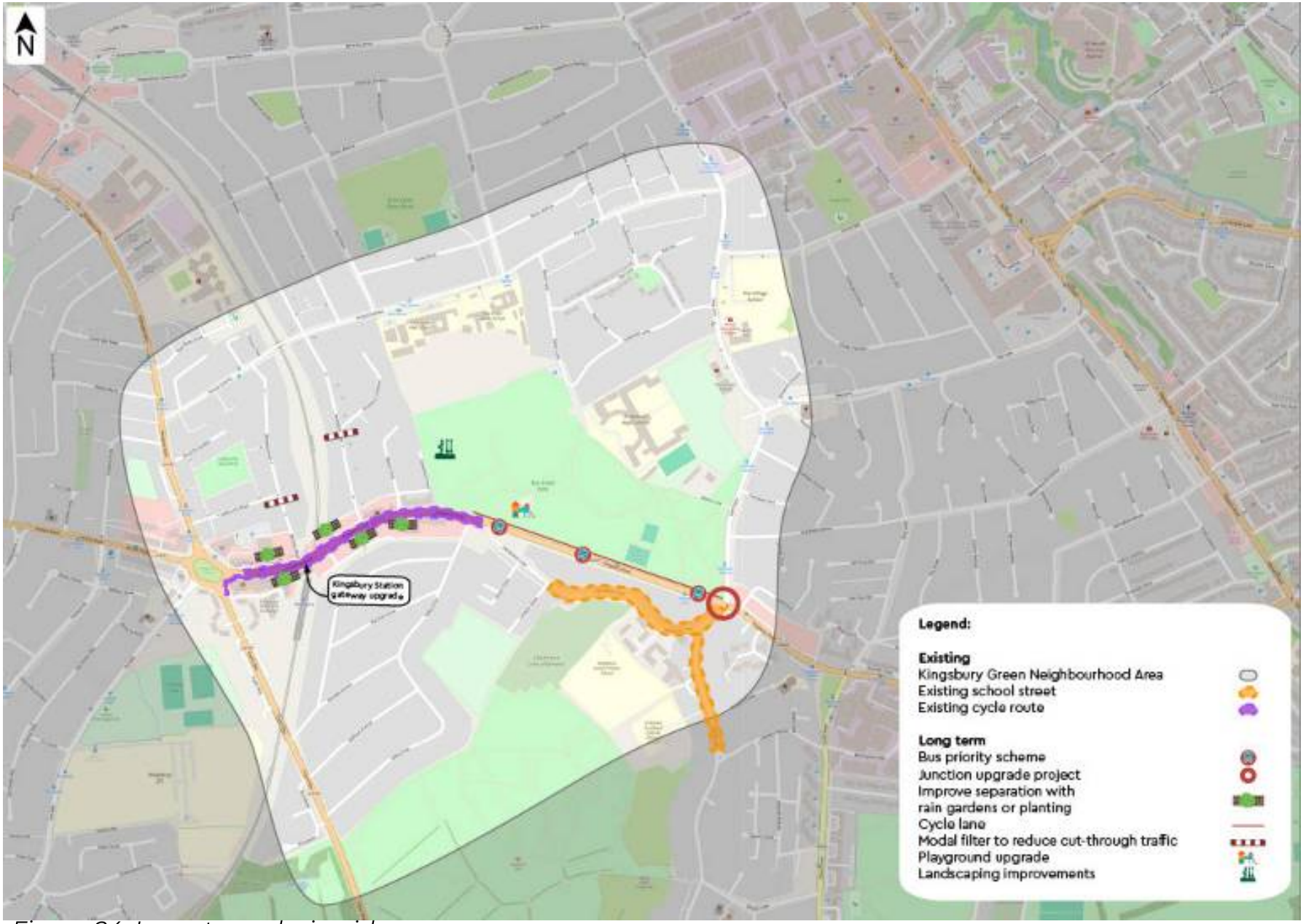

Figure 24: Long-term design ideas map

Engagement

Early community engagement was undertaken to ensure concept development was informed by community needs. In July 2024, we held information gathering events, where the project team and community members walked and cycled around the Kingsbury Green Neighbourhood area to explore ideas for improvement. These events included:

- Kingsbury Community Walkabout – Wednesday, 17 July
- Kingsbury Community Ride – Thursday, 25 July

The events enabled the project team to better understand the communities needs and priorities when considering both walking and cycling.

In addition to these events, a meeting was also hosted with a member of the community who is a wheelchair user, in order to gather additional feedback on accessibility and inclusive design issues in the Kingsbury Green Neighbourhood Area.

Several key and recurring themes were identified, including:

- Areas around the neighbourhood do not feel safe due to the speed, volume and dominance of motor vehicles.
- Existing segregated cycle lane on Kingsbury Road is not well delineated, and often blocked by parked vehicles and pedestrians, contributing to safety, public realm and user issues.
- Preferred pedestrian desire lines are not met in several locations across the area, and this can impact personal safety and walking journeys.
- Accessibility improvements are required, including replacement of tactile paving, removal of pavement parking and improving pavements condition generally, as well as reducing clutter on the high street.
- Significant support for improved way-finding and surfacing to connect people to, and within, green spaces and parks in the area, and a feeling this will improve walking, cycling, and personal safety.
- Opportunity to significantly improve the area outside Kingsbury Underground Station on Kingsbury Road, to create a welcoming entry to the neighbourhood, and build a sense of local pride and identity.
- Support to reduce cut-through traffic volumes and speeds in some residential streets.
- Landscaping and public realm improvements are wanted at the entrance to Fryant Country Park and in south-west corner of Roe Green Park.
- A new playground in Roe Green Park could be beneficial.

Engagement

Throughout October to December 2025, the short, medium and long-term design ideas were shared with the Kingsbury community for feedback

A four-page leaflet was shared with 2,347 households in the Kingsbury area. The leaflet encouraged residents and businesses to provide their feedback via:

- Online survey, available to complete from Monday 4 November 2024 until Sunday 8 December 2024
- Drop-in session on Tuesday 19 November at Kingsbury Green Primary School
- Play street event on Sunday 24 November 2025 on Bacon Lane
- An email address and phone number were provided for those who wanted to provide feedback directly to the project team, with hard copies of the survey and leaflet also available in community locations or by post.

Stakeholder briefings

Stakeholder briefings were undertaken through a range of virtual and in person briefing events, attended by approximately 50 residents. These provided opportunities to talk through concept designs and promote the survey and upcoming engagement events.

School representatives in the area received a briefing on the project as part of wider climate active initiatives.

Three emails were received about the project. Two were from members of the community and one was from Brent Cycling Campaign.

Outreach to more than 60 local stakeholders, including businesses where contact details were available, was conducted to make them aware of the engagement was undertaken, with reminder emails sent towards the end of the engagement period.

Drop-in session and play street

There were 40 members of the local community who attended the drop-in session, and insights were captured on maps showcasing the short, medium and long-term design ideas.

Figure 25: Residents at Drop-in Session

The play street had to be restructured on the morning due to Health and Safety requirements resulting from an extreme weather event. Instead of facilitating the session on street, a sports hall at Kingsbury High School was utilised. About 15 members of the local community attended throughout the day, with attendees at the Wembley Christian Fellowship Centre, joining games on the grounds of the premises.

More than 100 individual pieces of feedback were captured at the sessions and analysed.

Survey

Eighty-nine people completed the survey online, with no hard copy responses received. An analysis of the key findings from the survey are included in Appendix B.

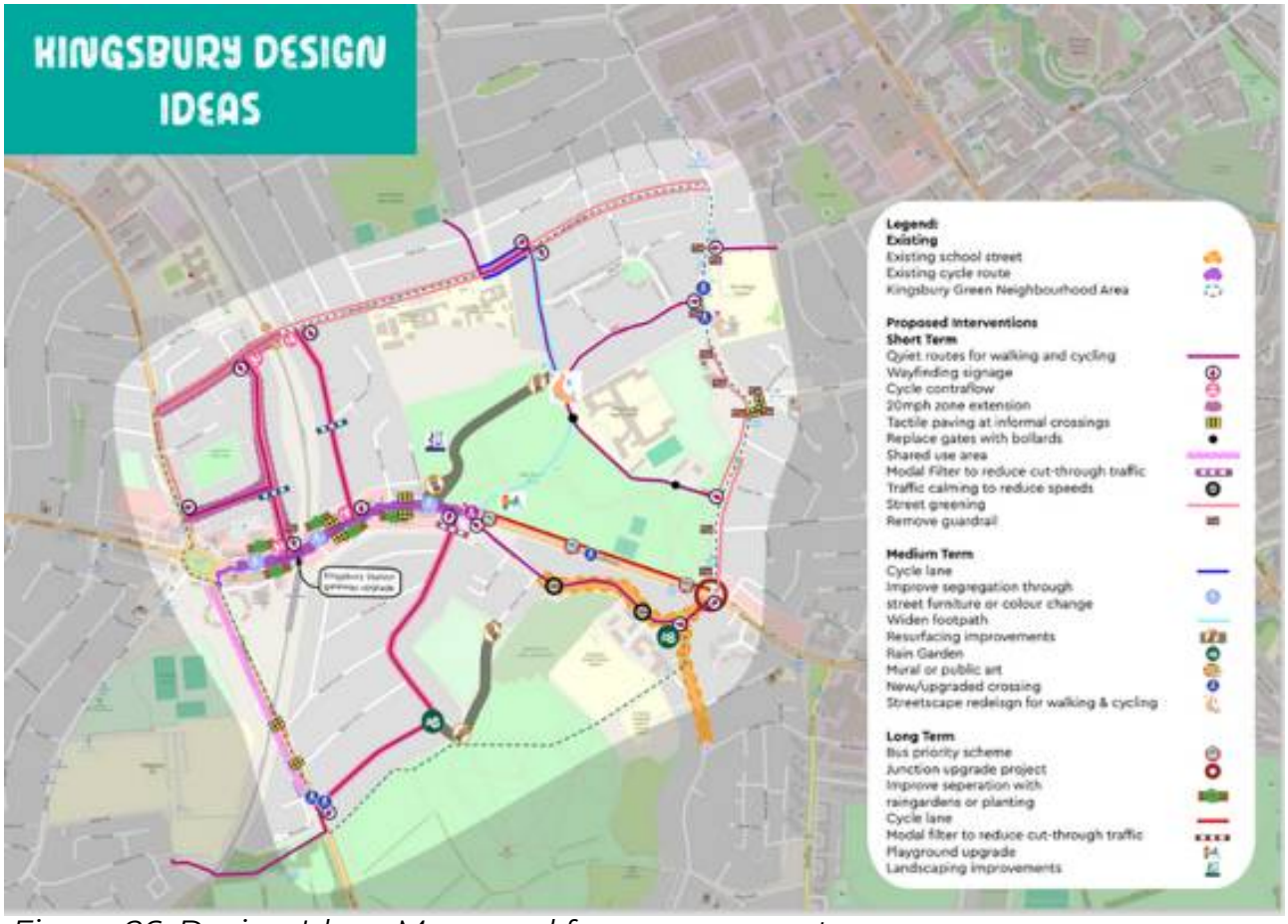

Figure 26: Design Ideas Map used for engagement

Key findings

The key findings from the engagement is outlined below, grouped according to key themes:

Traffic calming

- Forty respondents identified speeding in residential streets as a key issue in the Kingsbury Green Neighbourhood idea – the third most selected issue. Road danger was also indicated within the ten top issues.
- Survey respondents were split on whether extending the 20mph zone was a high or low priority, however seven respondents provided further detail in their responses supporting this design idea and the design idea received good support at in-person sessions.
- At in-person sessions and in engaging with school leaders, speeding on Princes Avenue was raised as a key issue.

Modal filters

- Design ideas involving modal filters were more divisive across the community.
- Cut-through traffic in residential streets was in the top ten issues identified by survey respondents, and was raised at in-person sessions by residents of Berkeley Road, Brampton Road and Valley Drive.
- The high volumes of school traffic, and associated challenges – local congestion, parking, vehicle idling – was also consistently raised as a challenge in the area.

Walking and pavements

- Improvements to pavements and crossings in the area is a key priority. This was supported in many survey responses, with several respondents using the free-text sections of the survey to share concerns about accessibility and trip hazards in the area.
- This included introducing and replace tactile paving, upgrading formal and informal crossings on Kingsbury Road, re-designing Bacon Lane to make it safer for people walking and cycling, and upgrading the junction at Kingsbury Road with Roe Green and Slough Lane to make it safer and easier for all users.
- Introducing future crossing points on Kingsbury Road into Roe Green Park was supported, as some respondents felt locations further west had better visibility and improved actual and perceived personal safety.
- The removal of guardrail along Roe Green, Stag Lane and Berkeley Road and replacement of gates with bollards received less support with more respondents indicating they were unsure, when compared with other pedestrian focused improvements. This could suggest more information is required about how these design ideas benefit walking in the area.
- Upgrading and improving the existing off-road path between Kingsbury Green Primary School and Eton Grove Open Space was a design idea which was well-supported.
- The introduction of more seating was indicated as a low priority by most respondents, potentially indicating the areas is already well serviced by areas to stop and rest given proximity to parks, the high street and bus shelters.

Cycling

- Overall, design ideas which sought to improve and increase cycling in the area tended to be a lower priority. This included adding contraflow cycle markings, introducing secure cycle storage and extending the cycle lane on Kingsbury Road.

- Despite this, respondents and those engaged with at sessions, indicated there is an urgent need to address the existing surface of the cycle lane outside the station on Kingsbury Road and that the current conditions create confusion and impact safety for people walking, cycling and driving.
- There is uncertainty about the proposal for a shared use path on Fryent Way and the degree to which this can meet best practice and national design guidance, this was raised by the Brent chapter of the London Cycling Campaign.

Greening

- Short, medium and long-term design ideas which included planting and increasing green were considered the highest priority for the community, with too few plants and trees also appearing within the top ten issues in the neighbourhood.
- The need for maintenance to be prioritised should any greening-related design ideas be progressed was consistently raised at sessions. This included concerns about existing tree pits in the area, which have not been properly maintained and can therefore attract litter and rubbish.
- Related to maintenance, many people commented on the challenges with trees in the pavement and therefore preferences emerged for greening areas to be placed within road space – for example rain gardens – rather than potentially impacting pavement space and condition.
- There was good support for segregation of the cycle lane and pavement on Kingsbury Road to be delineated by greening, instead of the current white blocks.
- A small number of people shared concerns about a shared use path of Fryent Way reducing the existing green verge.

Parks

- Improvements to parks was a high priority, with most respondents indicating so for the following design ideas:
    - o Introduce and surface existing desire lines into Roe Green Park, between Kingsbury Road and Bacon Lane, and widen existing paths
    - o Formalise and make accessible the path into Fryent Country Park from Larkspur Close and resurface existing paths
    - o Create a nicer public entrance to Fryent Country Park at Valley Drive, making it safe and cleaner
    - o Upgrade the playground in Roe Green Park
- Comparatively, there was less support for re-landscaping the area in the south-west corner of Roe Green Park.

- Throughout engagement with the community, improving connectivity to parks, and paths within parks, was consistently raised as a key priority.
- When considering improvements to paths within Fryent County Park, further engagement with conservation and community groups must be undertaken, given the park's designation as a nature reserve.
- In addition to the short, medium and long-term design ideas, several other park-related improvements were identified:

    o Additional connection to Fryent County Park
    o Action to address persistent flooding within Roe Green Park which dissuades use during winter months
    o Connection with Roe Green Park where Kingsbury High School and the existing car park meet
    o Improvements and upgrades to the pocket park at the intersection of Fairfields Crescent and Roe Green

Other

- There were several parking-related challenges and opportunities raised both within the survey, at sessions with the community, and observed on site, these included:

    o The impact of pavement parking on accessibility, particularly for wheelchair users and buggies, as well as the damage caused to pavements
    o A perceived lack of enforcement of the CPZ in Valley Drive, of illegal parking on double red and yellow lines in the area, and abandoned vehicles
    o Requests for extended double yellow lines, particularly at the junctions with residential streets in the area
    o Significant double-parking, congestion and idling associated with school pick-up and drop-off hours, particularly on Bacon Lane

- Roe Green Village is an existing conservation area in the neighbourhood, with an active resident association. The area experiences significant congestion during school pick-up and drop-off times, and a previous school street to manage this was removed. There is some appetite from residents within the area to look explore possible options to reduce the issues experienced in this section of the neighbourhood. Most survey respondents indicated that the redesign of Bacon Lane, abutting Roe Green Village, was a high priority.

    o The introduction of a school street zone, include the village to reduce the impacts of pick-up and drop-off was discussed with some residents. There was some appetite for the proposal.

- Anti-social behaviour behind the shops on the high street was raised as a concern and the community felt measures to improve the high street and Kingsbury Station entrance should also focus on improving these areas.

Recommendations

Traffic and community data suggests there are safety, accessibility and connectivity challenges within the Kingsbury neighbourhood, and that overall, there is a strong case for change to improve walking, wheeling, cycling and greening. There are very few, if any, design ideas which participants in the engagement process overwhelming agree are a low priority.

To receive full benefits, it is recommended all design improvements are implemented across the area however to ensure that the design outcomes meet community needs and are provided in a cost effective, cohesive way, a phased programme of all design proposals has been developed.

The phased programme has been developed to ensure that in the short term, key safety concerns and community needs are addressed. In the longer term, subject to available funding, longer term design proposals can also be delivered.
To develop this phased approach, all design proposals have been assessed with respect to:

- Community priorities based on engagement results
- Impact on walking, cycling, greening and road safety: this has considered which measures are likely to have greater impact with respect to improving road safety for active travel users, encouraging mode shift and provision of greenery
- Cost of implementation: As an indicative cost estimate, the package of short term measures could cost up to £750K, the package of medium term measures up to £1.5m. and the long term measures in excess of £1.5m. Further detailed design will be needed to determine a more accurate costing.

The outcomes of this prioritisation process are outlined in Table 3: short-term, Table 4: medium-term and Table 5: long-term, and are visualised in Figure 27.

Based on the design prioritisation outlined above, the proposed phased implementation plan is outlined as follows:

Short term

- Implementation of the short term design proposals with a focus on items which address key road safety concerns and actively encourage mode shift
- Both the improvement of paths in Roe Green Park and the upgrade of informal crossing points on Kingsbury Road should be brought forward to the short-term, subject to available funding

ID	Design idea	Community priority	Impact	Costs	Recommendation
Short-term					
S1	Extend 20mph speed zone on Princes Avenue, Berkeley Road and Leybourne Road	Medium	High	Low	High priority for delivery
S2	Introduce, replace and improve tactile paving at multiple locations	High	Medium	Low	
S3	Prevent commuter traffic from using the short-cut between Valley Drive and Kingsbury Road by introducing a one-way system, a bollard or a camera	Medium	High	Medium	
S4	Introduce measures to slow traffic on Old Kenton Lane	Medium	High	Medium	Medium priority for delivery
S5	Upgraded formal crossing on Kingsbury Road	High	Medium	Medium	
S6	Secure cycle parking to make it easier for people to keep their bikes safely stored	Medium	Medium	Low	
S7	Add street trees to vacant tree pits	High	Low	Low	
S8	Add greening next to pavements where there is space	Medium	Medium	Medium	
S9	Add contraflow cycle markings and signage to allow cyclists to use Berkeley Road and Brampton Road against the flow of motorised traffic	Low	Medium	Low	Complementary measures to be delivered alongside high and medium priority items. This will reduce overall cost and disruption to local community
S10	Create way-finding signage to show people local destinations, walking and cycling routes	Low	Low	Low	
S11	Remove pedestrian guardrail along Roe Green, Stag Lane and Berkeley Road	Low	Low	Low	
S12	Replace gates with bollards on Bacon Lane between Roe Green and Goldsmith Lane	Low	Low	Low	

Table 3: Short-term

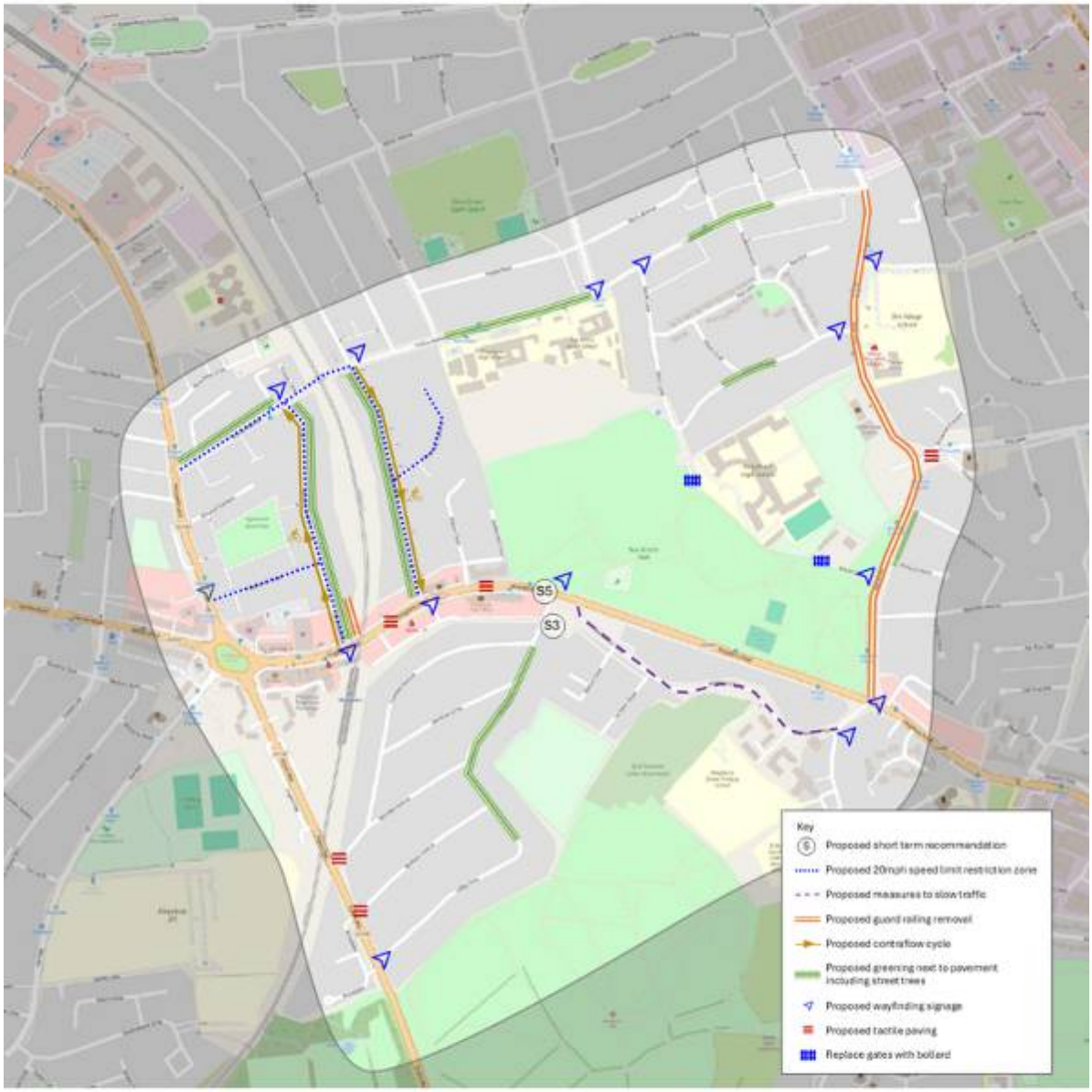

Figure 27: Short-term design proposals for implementation

Medium term

Implementation of improvements on Bacon Lane should be delivered as high priority. This should consider the introduction of:

- Introducing a school street zone to reduce the impacts of pick-up and drop-off
- Transforming the car-park at the corner of Roe Green Park and Bacon Lane into a pleasant public realm space, and a potential dwell area for parents walking and cycling to drop-off
- Implementation of medium term design proposal and the addition of the implementation of traffic measures on Berkley Road and Brampton Road to reduce through traffic
- Complementary measures items should be implemented where there is sufficient funding or delayed until the long term.
- The introduction of more seating should be delayed until the long term, to coincide with wider corridor upgrades

ID	Design idea	Community priority	Impact	Costs	Recommendation
Medium-term					
M1	Introduce and surface existing desire lines into Roe Green Park, between Kingsbury Road and Bacon Lane, and widen existing paths	High	Medium	Medium	High priority for delivery, with recommended consideration for bringing forward to short term
M2	Upgrade informal pedestrian crossing points along Kingsbury Road	High	Medium	Medium	
M3	Create a nicer public entrance to Fryent Country Park at Valley Drive, making it safe and cleaner	High	High	High	Medium priority, in the medium term
M4	Re-design Bacon Lane to make it greener, safer, quieter and a better walking and cycling connection with nearby schools and green spaces	Medium	High	High	High priority, in the medium term
M5	Formalise and make accessible the path into Fryent Country Park from Larkspur Close and resurface existing paths	High	Low	Medium	Medium priority, in the medium term with ongoing discussions with relevant stakeholders required
M6	Add a small section of cycle path on Princes Avenue to connect Bacon Lane with Kingsbury High School	Low	Medium	Medium	
M7	Create a pocket park at the junction of Old Kenton Lane and Slough Lane as well as Valley Drive	Low	Medium	High	
M8	Introduce more seating	Low	Low	Low	Complementary measure, could be delivered in long term as part of Kingsbury Gateway works
M9	Add public art or a mural on the railway bridge on Princes Avenue	Low	Low	Medium	

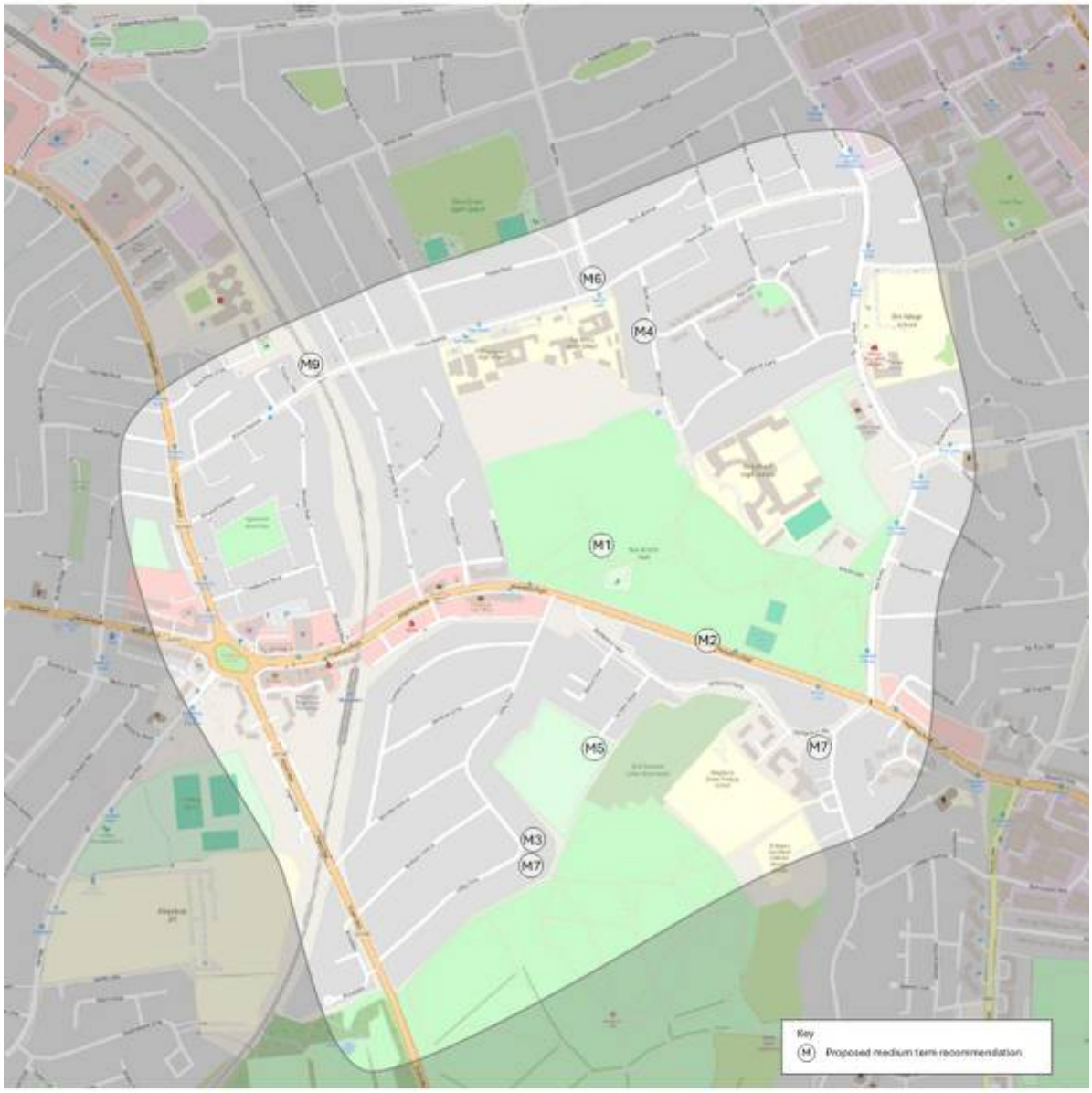

Figure 28: Medium-term design proposals for implementation

Long term

- The longer term design proposals should include the upgrade of the Kingsbury Road / Roe Green Junction / Slough Lane junction as a priority. Where the is existing funding, this should be bought forward to the short-term given the existing collision risk at this junction.
- The delivery of a corridor wide improvement on Kingsbury Road should be considered. This would include, provision of a bus lane and cycle lanes on Kingsbury Road, public realm upgrades around the station, including greenery. Due to associated costs, active consultation with TfL is underway, with consideration to a partnership approach.

Where possible, across all phases of work, greenery should be introduced in conjunction with traffic management proposals. For example, there may be opportunities to introduce rain gardens where modal filters are introduced. The implementation of greenery in this way will support community priorities while allowing delivering items which will most encourage mode shift.

As part of the introduction of design proposals, consultation with the community should take place, with more detail provided on respective design ideas.

It is important to note that maintenance of community assets was consistently raised by participants and identified during on-site observations as a challenge. Current and future measures are more likely to better supported by residents when existing neighbourhood infrastructure is clean, safe and well-maintained. Brent should continue to advocate to Transport for London, developers and central Government for funding which can significantly improve both the public realm, specifically and bus priority measures, including upgrading the Kingsbury Station frontage, delivering a transformation corridor scheme along Kingsbury Road and improving the junction of Kingsbury Road / Roe Green / Slough Lane.

ID	Design idea	Community priority	Impact	Costs	Recommendation
Long-term					
L1	Prevent commuter traffic from using the short-cuts at Berkeley Road and Brampton Road by introducing a one-way system, a bollard or a camera	Medium	High	Medium	High priority due to potential to encourage active transport and create safe environment for delivery of wider corridor improvements on Kingsbury Road
L2	Upgrade the junction at Kingsbury Road with Roe Green/Slough Lane to make it safer for all users	High	High	High	High priority, being delivered as part of existing programme, given existing safety concerns, should be delivered as soon as possible
L3	Introduce rain gardens to separate the cycle lane from the footway outside the station	Medium	Medium	Medium	Medium priority however recommend delivery in conjunction with upgrades to station entrance
L4	Upgrade the playground in Roe Green Park	High	Low	Medium	Medium priority for delivery, recommend retain in longer term programme
L5	Upgrade the entrance to Kingsbury Station with better public space, art, less clutter and improved cleanliness	High	Medium	High	High Priority, however cost prohibitive within current funding availability, so active engagement underway with TfL for partnership approach required
L6	Introduce a dedicated bus lane on Kingsbury Road to improve bus services	Medium	Medium	High	High Priority, however cost prohibitive within current funding availability, so active engagement underway with TfL for partnership approach required
L7	Re-landscape the area in the south-west corner of Roe Green Park	Medium	Medium	Medium	Medium priority for delivery
L8	Extend the cycle lane on Kingsbury Road to Roe Green/Old Kenton Lane	Low	High	High	High Priority, however cost prohibitive within current funding availability, so active engagement underway with TfL for partnership approach required

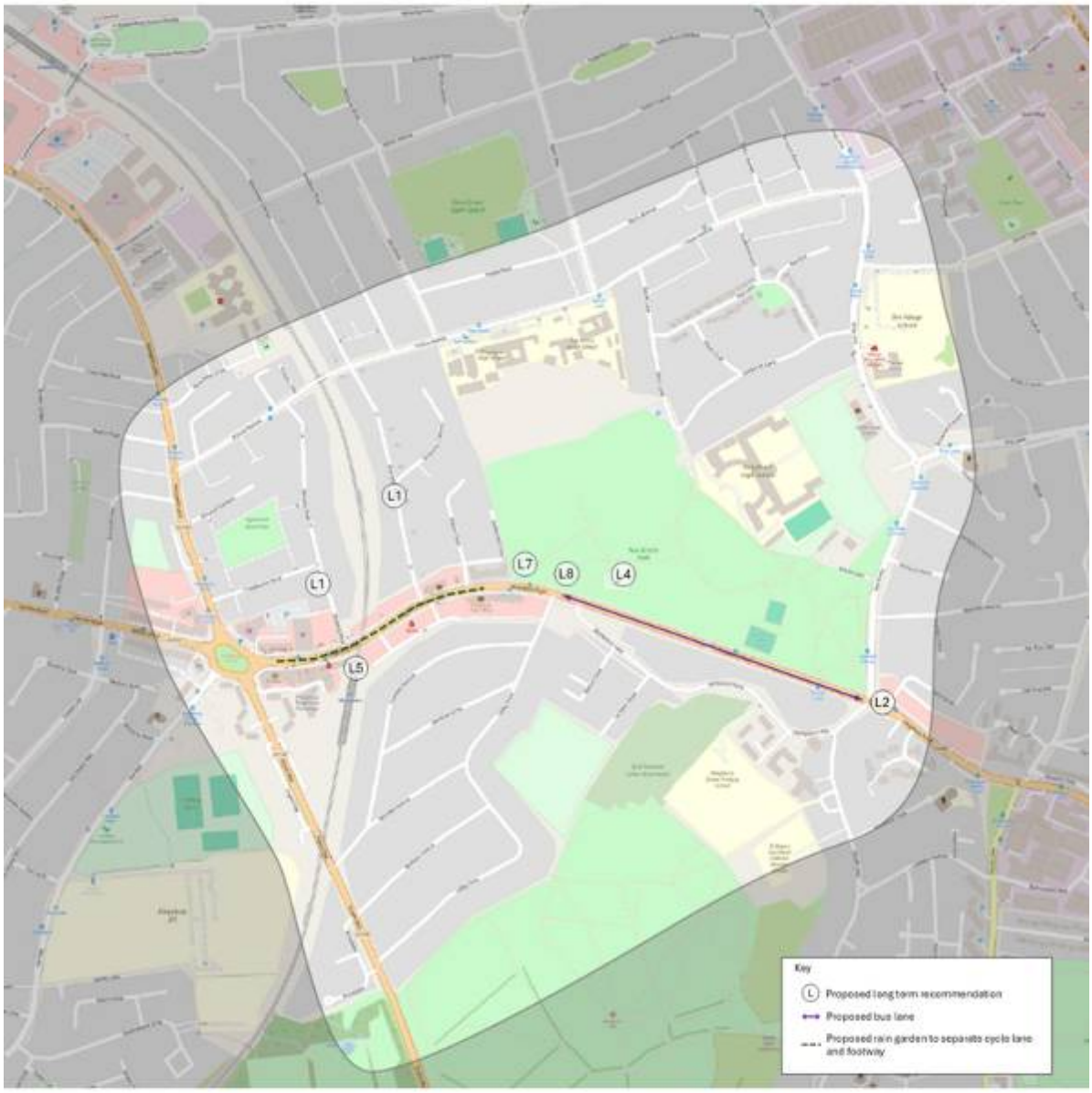

Figure 29: Long-term design proposals for implementation