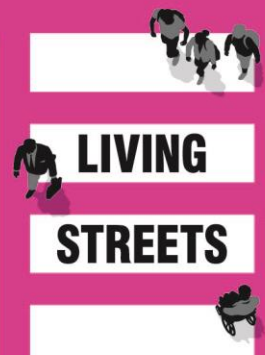


# Kilburn Healthy Neighbourhood Engagement Programme

June 2023



We are Living Streets, the charity for everyday walking. Our mission is to achieve a better walking environment and inspire people to walk more.



# Kilburn Healthy Neighbourhood Engagement Report

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# Background

Kilburn Healthy Neighbourhood was one of the first tranche of nine healthy neighbourhoods to be trialled in the Summer of 2021, offering the potential benefits of quieter and safer streets with less traffic to neighbourhoods across the borough.

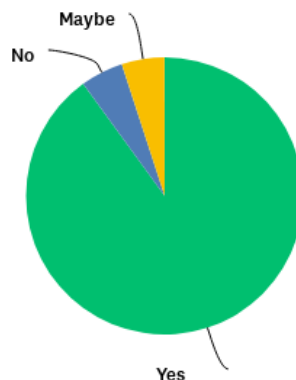
At that time, Living Streets was commissioned to engage widely across all areas, providing a range of ways for residents to feedback their views and suggestions on low traffic neighbourhood schemes which had already been designed by Brent Council. Working with feedback results, Living Streets modified the schemes and incorporated changes which could have allowed the schemes to operate successfully for a trial period.

Due to the high level of negative feedback to the proposals from drivers, Brent could not confidently continue with the changes necessary to introduce this scheme and the trials were paused pending a further review.

However, in the 2021 research results, the Dyne Road neighbourhood of Kilburn showed considerable interest in tackling the cut through traffic of their area and support for change was high. It was this level of support that brought Brent Council back to the area with fresh proposals for an area wide series of measures to limit or remove external traffic.

The graph below was produced from the 37 doorstep surveys undertaken on Dyne and Plympton Roads in 2021:

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



Examples of resident feedback include:

*“Dyne Road can be a nightmare – there is only space for one way. Its difficult to pull in and I witnessed a crash a few weeks ago”*

*“The traffic is horrendous and motorbikes are a real issues. Fast food outlets use it like a race track especially at weekends. They are unbelievably noisy and operating very late at night.”*

*“I am 100% in favour – this road is awful. It would be great to reduce the traffic – they drive without care for residents. I would support a barrier adapted for motorbikes”.*

At the same time, Brent has been working closely with Camden to improve conditions for walking and cycling along Kilburn High Road, with plans to reduce the negative impacts of traffic to make it safer and more convenient for walking and cycling. This will include tree planting, wider pavements, changes to junctions, reduced traffic speeds and improvements at bus stops.

In conjunction with the Kilburn High Road improvement scheme, the low traffic neighbourhood measures around Dyne Road will provide a significant and positive impact for the local community.

In April 2023, Brent Council commissioned Living Streets (in partnership with urban planning specialists Arup) to undertake a fresh round of engagement that would **develop** scheme ideas, in collaboration with residents and stakeholders. This process avoided presenting any particular traffic measures in advance, other than those required by the emergency services.

By listening to resident concerns, explaining the options with details about traffic filters and their pros and cons, Living Streets and Arup created concept designs for an area wide scheme, incorporating a variety of measures in different locations.

With a smaller group of resident representatives, the preferred scheme option would be finalised before passing to Brent for a full scale consultation.

# Description of the area

Kilburn ward is home to around 29,027 people (2011). The ward lies in the south-east corner of Brent, spanning across the Bakerloo and Overground lines towards Maida Vale. It is bounded to the north and west by Queens Park and Brondesbury Park wards. Part of Kilburn lies to the east in the borough of Camden, split by the A5 Kilburn High Road. The City of Westminster borough lies to the south.

The A5 links the area southwards to central London via Maida Vale/ Edgware Road and the A40, and northwards towards the North Circular and Brent Cross. Further connections exist westwards along Willesden Lane and northwards along the A5.

In addition to providing convenient connections for commuting and accessing London, Kilburn High Road (A5) is a busy shopping street with a variety of independent and chain stores that attract people from a wide area. Many of these shoppers arrive via public transport, providing a busy pedestrian high street environment. Traffic counts in 2023 show Kilburn High Road experiences an average of **17,554 vehicles per day**, with the majority likely to be non-local, through-traffic.

The area is well-served by several stations on the Underground and Overground networks, with additional lines accessible a short distance away.



*Kilburn High Road in the 1960's. Photograph courtesy of lifeinkilburn.com*

## **Kilburn Healthy Neighbourhood 2023**

This second version of the Healthy Neighbourhood has been reshaped to create a smaller, defined area which can be treated as a low traffic neighbourhood, controlling the flow of traffic and access to the area. The main artery is Dyne Road with a network of subsidiary roads leading from Dyne and connecting at multiple points with Kilburn High Road and Willesden Lane.



**Kilburn High Road** forms one boundary to the Dyne Road neighbourhood, Willesden Lane is the other with the third being the train line at Brondesbury Station.

**Willesden Lane** is served by main bus routes and is well used by local traffic and through-traffic alike, linking to Willesden Green, Neasden, Brent Park and Wembley as well as providing a direct route to the North Circular (A406).

Willesden Lane has a varied streetscape, with attractive small shops and amenities, a school, a large number of purpose-built flats such as Brentholme House, and open spaces accessible directly from the main road. In the June 2023 traffic count, Willesden Lane served an average of up to 12,540 vehicles per day.



*Existing modal filter on Tennyson Road, the other side of Willesden Lane*

The Dyne Road neighbourhood is an attractive area with solid, two and three storey Victorian terraced houses, sometimes split into flats but a significant number retaining their single home qualities. Many front gardens are nicely kept, although as renting has increased across these properties, the condition of both the properties and gardens appear to decline.

The area boasts a small play park straddling Streatley Road and Burton Road adding to streets lined with mature trees, bringing elegance and shade in the summer. During the day, the streets often seem quiet with little motor traffic passing through, creating a pleasant walking and cycling environment.

However, in recent years there has been a growing problem with drug dealing and usage, visible throughout the day and night. Residents have expressed that is damaging the wellbeing of people in the neighbourhood, spoiling the environment and attracting a criminal element that seems out of place. In 2021, this was a fairly isolated issue in a particular street – and by 2023, left unaddressed, it has permeated all these streets.

The neighbourhood includes Christ Church Primary School which has benefited from the successful introduction of a school street in 2020.

Small businesses make up an important element of the neighbourhood picture, with a number of food outlets and other services at the fringes of Dyne Road who are stakeholders in the engagement process.

In addition, the Kiln Theatre (the Tricycle Theatre until 2018) has two entrances to its auditorium and café – on Kilburn High Road but also on Buckley Road, offering easy access for those with disabilities.

# Methodology

The Kilburn Healthy Neighbourhood engagement aimed to reach as many residents and stakeholders as possible in the specific study area, building an understanding of the traffic issues they face and how lives are affected, as well as exploring the options for tackling traffic.

Preliminary engagement work enables Brent Council to shape a successful model for a low traffic neighbourhood with the community, followed by a formal consultation of the model that emerges from our engagement.

Arup has taken the engagement information collected by Living Streets and supplemented it with traffic surveys, pedestrian surveys and accident data. With the collated data, Arup developed street design options which were presented back to the community on 4<sup>th</sup> July at the second and final workshop.

The Living Streets engagement team consisted of 3 staff who carried out the following activities:

- Put up A3 posters on all streets, including Willesden Lane and Cavendish Road w/c 17<sup>th</sup> April
- Distributed flyers to households across the whole study area w/c 17<sup>th</sup> April
- Carried out door to door surveys along Dyne and Torbay and sections of all other roads in the study area during working hours, with a couple of sessions until 6pm w/c 24<sup>th</sup> April
- Ran an online survey between 17<sup>th</sup> April and 14<sup>th</sup> May
- Ran a co production workshop on 24<sup>th</sup> May
- Arranged a community walkabout on 6<sup>th</sup> June
- Organised a second and final community workshop on 4<sup>th</sup> July.

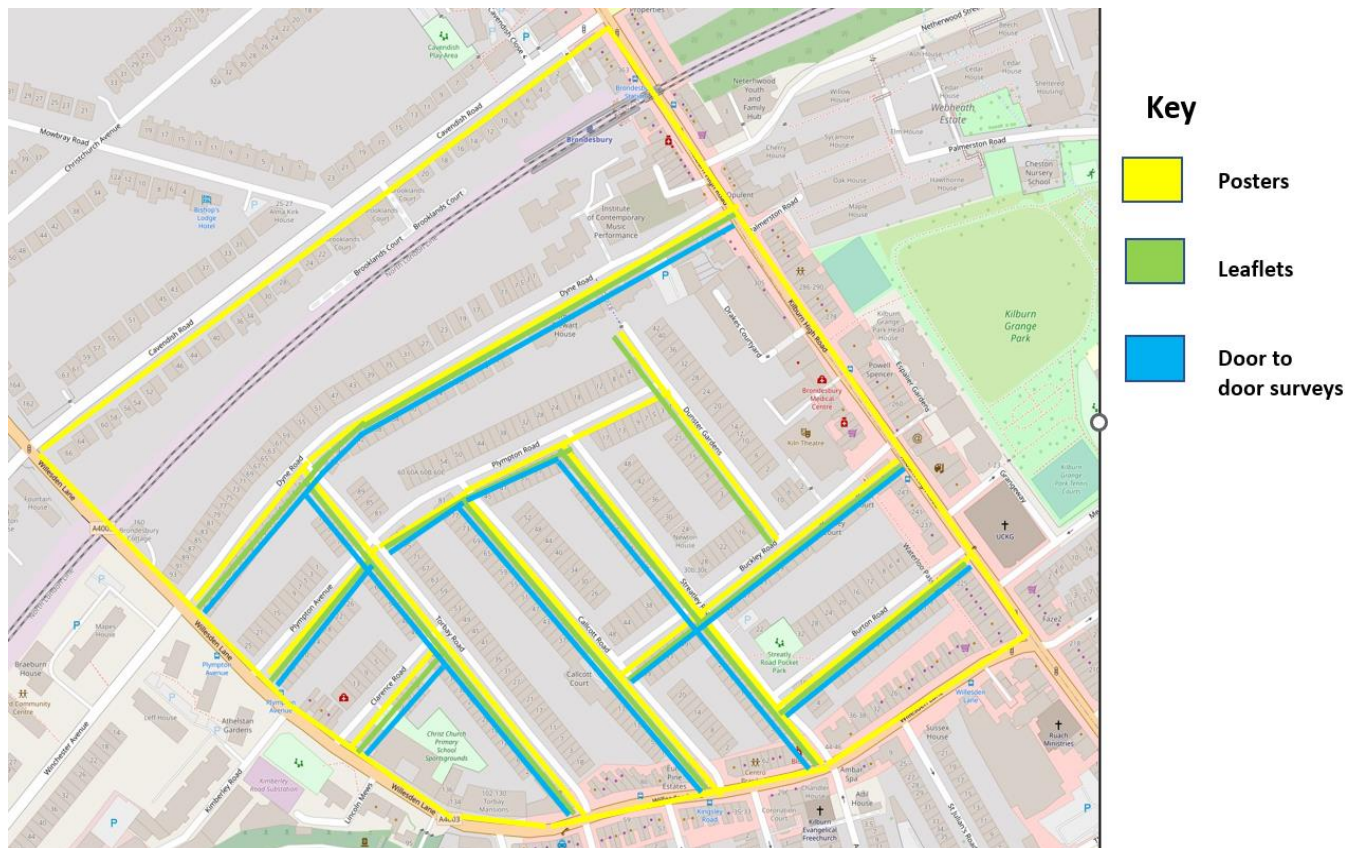
Throughout the engagement programme we have documented the views of respondents, testing out ideas and building a picture of the way traffic affects people across the area. Whilst there was a high level of consensus in Dyne Road, as we moved into nearby streets, the picture of concerns and opinions became more complex.

The online survey invited residents to leave their names and contact details, so with the workshops we have returned to these contacts and encouraged them to attend.



Although we were constrained to undertake the door to door surveys in office hours, other activities have been scheduled to enable working people to contribute – so the walkabout and both workshops took place after 6pm.

The poster is **Appendix item 1**, the survey questionnaire is **Appendix item 2** and the area covered by our publicity is below:

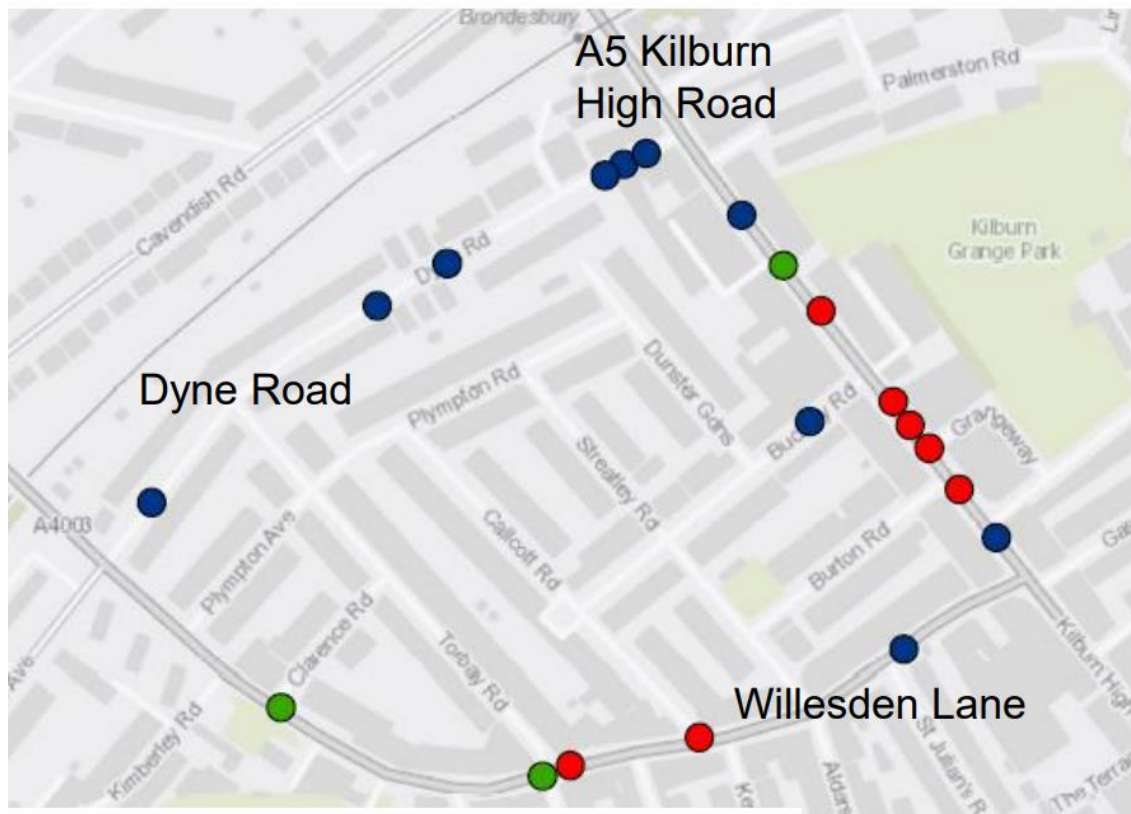


# Traffic and accident data

**Collision analysis** demonstrates that Dyne Road has experienced a higher than expected level of accidents:

Between 2019 – 22 across the study area:

- 20 collisions resulting in injury (slight)
- Casualties that were recorded involved
  - 10 motorcycles
  - 7 people cycling
  - 3 people driving cars or taxis



## Legend

- Collision involving cycle
- Collision involving motorcycle (with car, LGV or other motorcycle)
- Taxi and/or car collision

Key collision locations included several on Dyne Road and its junction with Kilburn High Road. Kilburn High Road also proved to be a dangerous location for cyclists – something recognised by cyclists in “Cycling Needs” of this report.

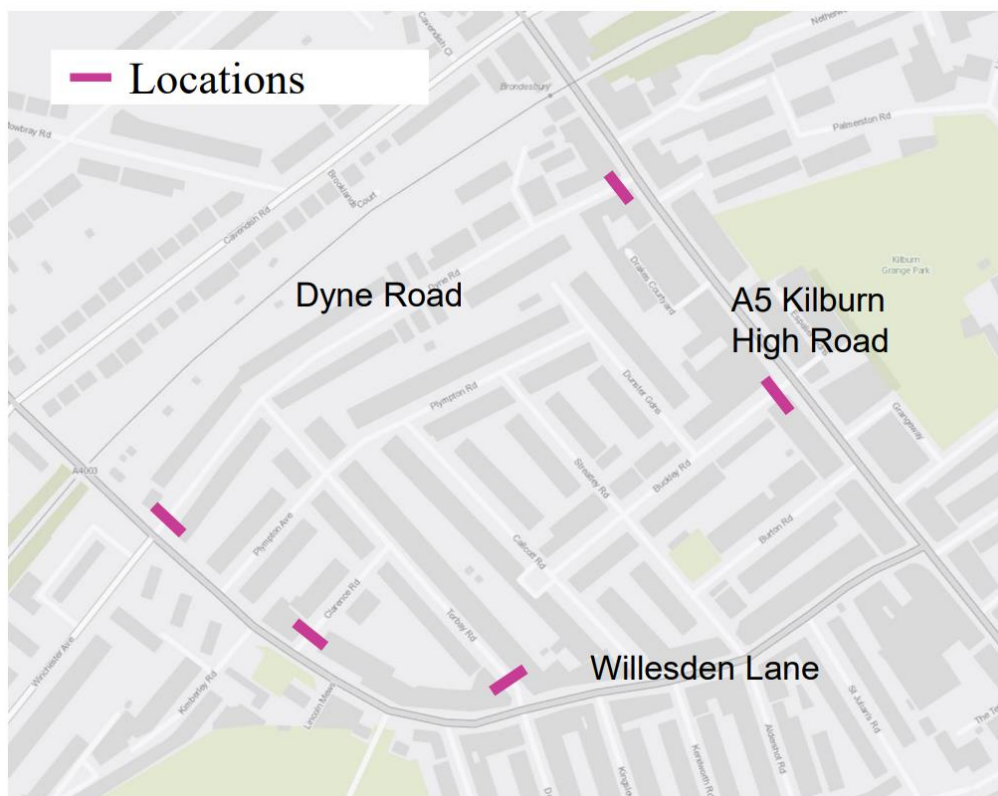
Arup also made the point that unless injury had taken place, there may also be further accidents that went unrecorded.

**Vehicle Count** information involved setting up equipment at specific locations (see map below) around the neighbourhood, logging the vehicles passing across the cables on entry and exit points to the area over a 7 day period.

ANPR cameras were also installed to complement this information with data about which vehicles remained in the area and which simply passed through, giving an idea about the extent of cut through traffic on these roads.

However, within a day, these cameras were damaged by vandals and subsequently removed. Nonetheless, vehicle counts do reflect the number of vehicles travelling through the area (including motorbikes and mopeds specifically) and illustrates the busiest periods of each day.

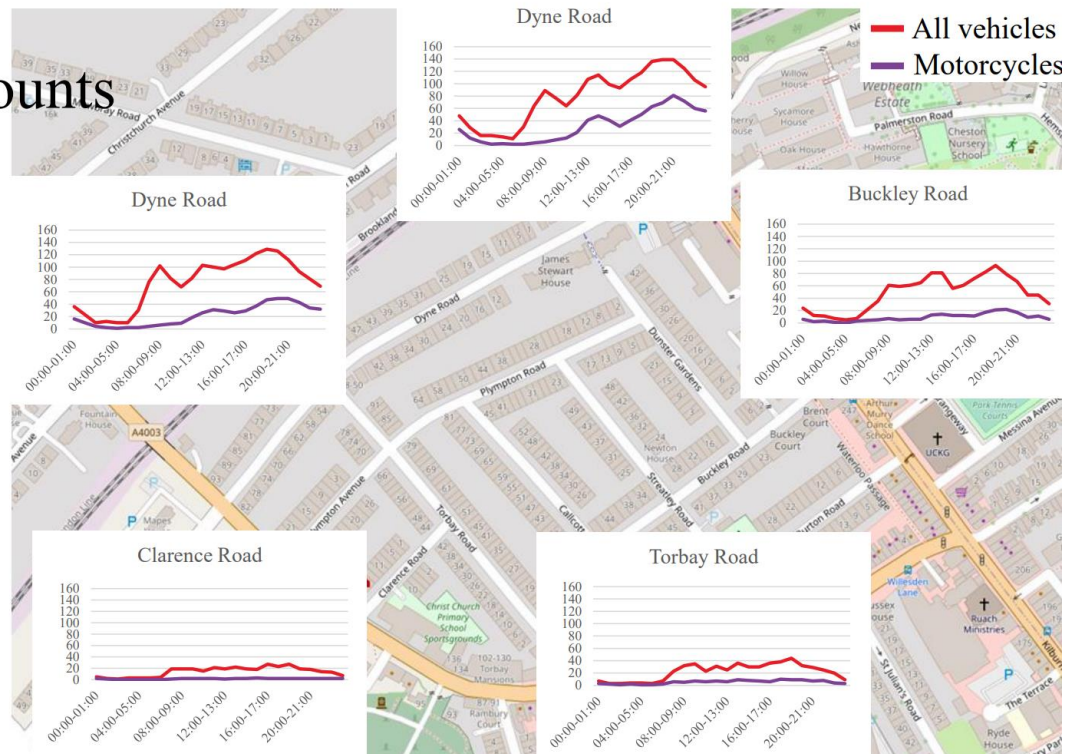
Brent Council supplemented the information collected by Arup by undertaking automatic traffic count surveys on the boundary roads: Kilburn High Road, Willesden Lane and Cavendish Road.



Traffic information from a **7 day period** between Monday 15<sup>th</sup> – Sunday 21<sup>st</sup> May 2023 was collated and converted into graphs that were presented by Arup in both stakeholder workshops with the slide below:

## Weekday Counts

- Peak traffic is generally in the evening from 5:00pm to 8:00pm
- Dyne Road is busiest road surveyed in the study area, overall volumes are greater at the east end, particularly travelling westbound
- During the evening over 50% of vehicles on Dyne Road are motorcycles, on Torbay and Buckley motorcycles account for approx. 20%
- Buckley Road busier than Clarence or Torbay



The graphs illustrate the traffic flow for all motor vehicles in an average 24 hour period (red line) while the purple line highlight activity by motorcycles only in an average 24 hour period.

What we learn is that Buckley Road is suffering significant amounts of traffic – less with motorbikes, but in terms of other motor traffic throughout the day. In our survey data (see survey result table on page 46), of 21 respondents living in Buckley Road, 38% of respondents recorded cut through traffic as a problem and 43% identified motorbikes as an issue. 33% raised road safety concerns.

What these graphs also seem to show is that the Dyne Road cut through from East to West is carrying more traffic than through the rest of the area at almost 140 vehicles between 8 – 9pm of which over 80 are motorbikes.

**Weekend counts** showed a similar pattern of activity in terms of time, but even more activity across Dyne and Buckley Roads: a staggering 90 mopeds between 8 – 9pm on Dyne Road and over 100 vehicles on Buckley Road between 6 -7pm.

# Weekend Counts

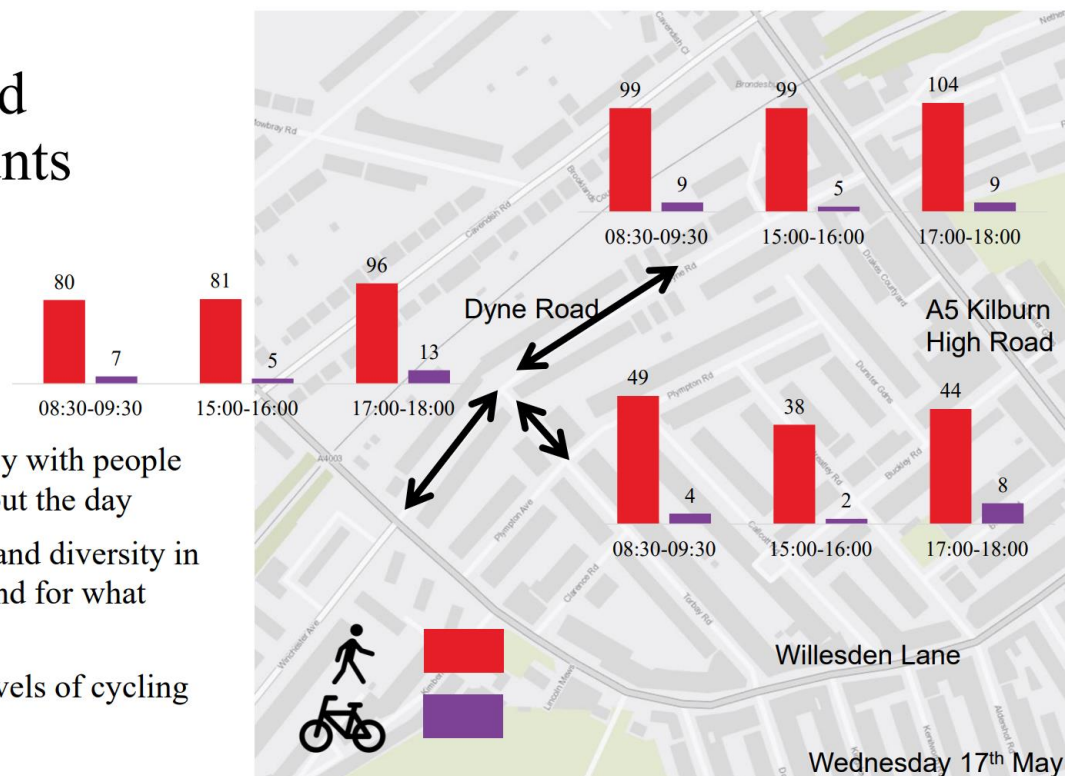
- Peak traffic from 5:00pm to 8:00pm
- Weekends busier than weekdays on Buckley and Dyne
- Weekends slightly quieter/little difference on Clarence and Torbay



**Walking and cycling** counts taken on Wednesday 17<sup>th</sup> May show fairly low levels of cycling activity across the study area – for many of the reasons documented in the survey, with residents acutely aware of road dangers. There are high numbers of pedestrians throughout the area, but especially so on Dyne Road and throughout the day with a slight peak in the evening 5 -6pm.

# Walking and cycling counts

- Dyne Road is busy with people walking throughout the day
- Lots of families, and diversity in people walking and for what reasons
- Relatively low levels of cycling



# Findings

During the course of the engagement programme, we received feedback from 410 individuals who completed either an online survey form or a survey on the doorstep, forming the bulk of our intelligence for shaping the proposed Healthy Neighbourhood scheme. Many responses came from residents living either on the boundary roads or outside the study area. 268 responses were received from those residents inside the study area, equating to 23% of the total population (1193 households).

Our feedback picture is complicated by the varying perceptions of residents who may or may not be experiencing problems with traffic. For those already affected by cut through traffic, they tend to support action to tackle it. For those residents that live near pinch point junctions and witness the reckless driving behaviours or aggression they want measures to calm it.

However, for those residents living further from junctions or not yet affected, they prefer a “wait and see” approach. They might resent being impacted by traffic filters and wish to keep driving along their usual routes – cutting across the area to save time on the main roads, like many others.

However, a substantial number of a less vocal population do not own a car and rely on public transport or bicycle as their transport. Or they may choose to cycle for environmental and health reasons. While many of the streets are currently quiet during the day, morning and evening rush hours can be quite different and make for a dangerous and difficult commute – as well as the risks of cycling along Kilburn High Road.

Evening brings the food delivery mopeds hurtling along certain streets generating noise and driving dangerously. To drive a moped on public roads, drivers must have completed CBT training, a theory test and practical test. It is not at all clear if the delivery drivers have met these standards. Residents want action to improve the moped driving standards and want the agency responsible to develop measures that reduce the impact of moped driving in the area.

Another theme that filters through all these responses is the impact of drug dealing and drug users. Many of the comments highlight these problems which require a coordinated strategy from both Brent Council and the Metropolitan Police.

Ultimately, If quieter streets risk an increase in drug related activity, it will cause significant harm to this community.

Over the engagement period, we collected feedback from 384 residents. In addition, 16 businesses and 10 parents responded and our report reflects feedback from all sources and stakeholders. Of 384 resident respondents, 79 live in Dyne Road, 54 in Torbay Road and 34 in Callcott Road, with healthy response levels from all the critical streets including Plympton, Buckley and Streatley Roads.

These responses included 51 who live outside the study area but are concerned about how traffic filters may affect them. Brent Council has committed to monitor the traffic flow on nearby and boundary roads to understand how drivers respond to any restrictions, but this is an engaged cohort who may welcome measures on their streets in the future. In particular, people living on Cavendish Road (20), The Avenue (14) and Willesden Lane (6).

ANSWER CHOICES	Response rate	No of responses
Dyne Road	24.76%	79
Plympton Road	6.58%	21
Plympton Avenue	3.76%	12
Dunster Gardens	3.45%	11
Torbay Road	16.93%	54
Calcott Road	10.66%	34
Streatley Road	7.21%	23
Buckley Road	6.58%	21
Burton Road	1.88%	6
Clarence Road	2.19%	7
Cavendish Road	6.27%	20
Willesden Lane	1.88%	6
Other (please specify)	7.84%	25
<b>TOTAL</b>		<b>319</b>

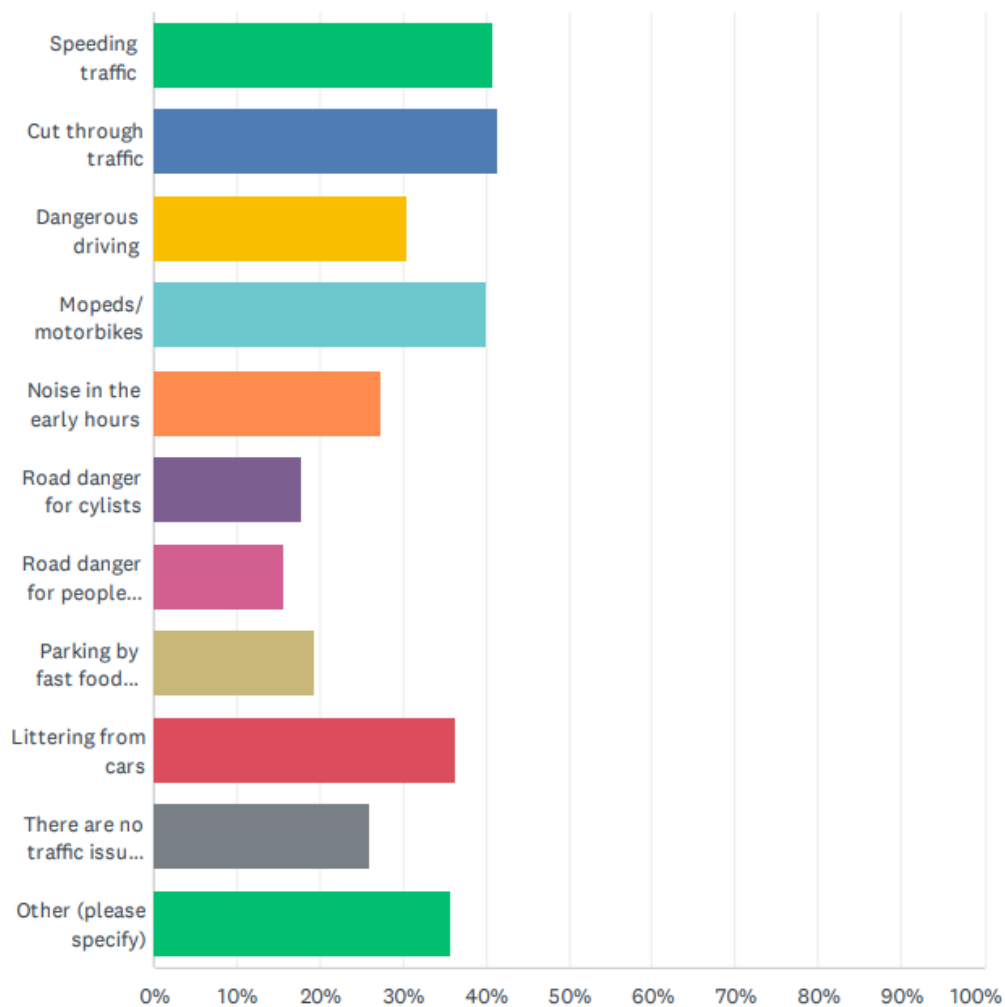
The table above shows the number of respondents from each street in the Study area, based on addresses provided. Some respondents did not provide their address.

In the graph below we can see the overall impact of traffic affecting many aspects of people's lives and it's this bedrock of negative impact to the community that Brent seeks to address.

Cut through traffic and speeding traffic are affecting 41% of respondents, while motorbikes are affecting 40% overall. If we pull out the data from Dyne and Torbay Roads (131 respondents), the picture shifts significantly to 46% (61 people) affected by cut through traffic and 52% (68) by moped and motorbikes.

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 315 Skipped: 95



The Graph above and the table below showing type of problem caused by traffic across all streets



ANSWER CHOICES	Response rate	No of responses
Speeding traffic	40.63%	128
Cut through traffic	41.27%	130
Dangerous driving	30.48%	96
Mopeds/ motorbikes	40.00%	126
Noise in the early hours	27.30%	86
Road danger for cyclists	17.78%	56
Road danger for people walking / in wheelchairs	15.56%	49
Parking by fast food customers	19.37%	61
Littering from cars	36.19%	114
There are no traffic issues on my street	26.03%	82
Other (please specify)	35.87%	113
Total Respondents: 315		

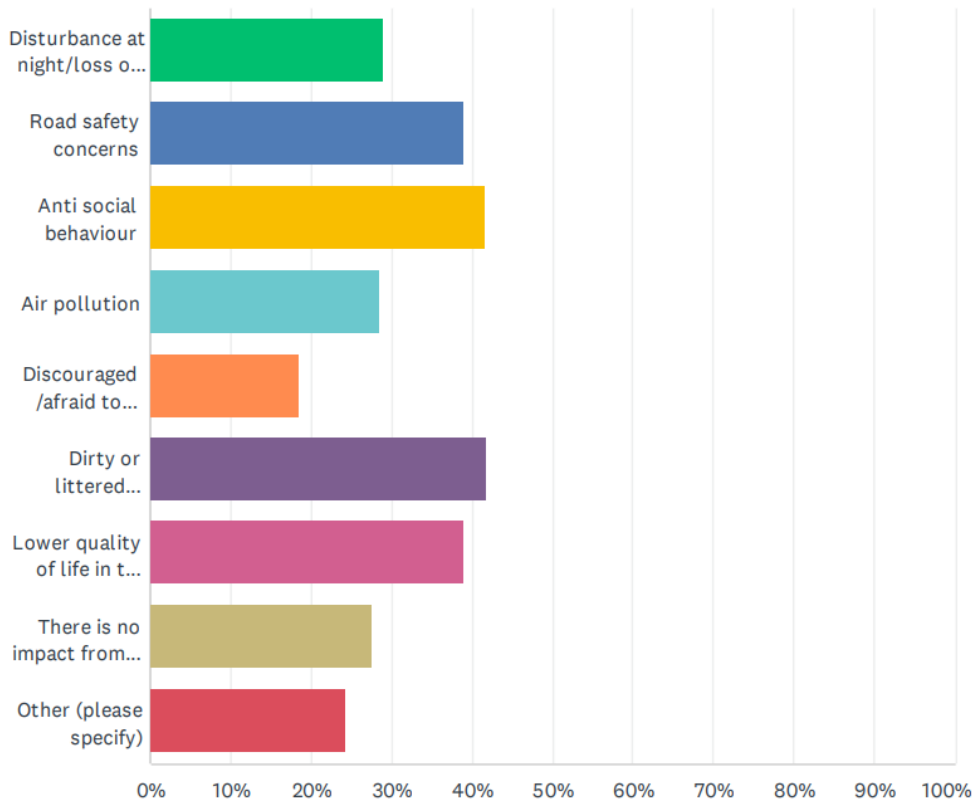
We also asked respondents living in the study area to tell us how they are impacted by traffic in their day to day lives. Drug dealing from cars and littering from cars – mainly from those collecting takeaways and consuming them when parked in residential streets are also important issues, with 36% (114 people) identifying this as an issue.



Dyne Road highlighting uneven concrete pavements

## Q4 What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 308 Skipped: 102



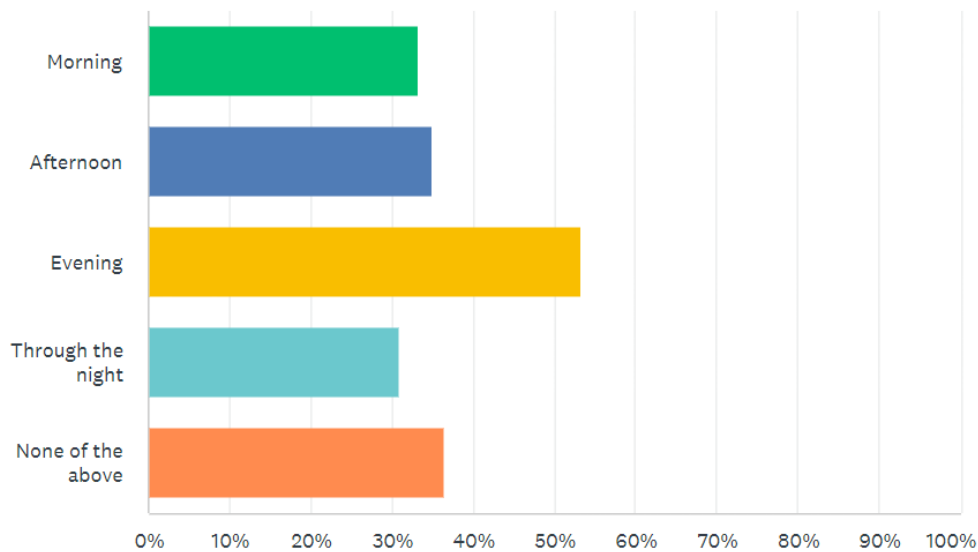
Graph above showing impact of traffic across all streets in the Study area

For those sceptical about the existence of a traffic problem, this information sets out the scale of a very real issue. However, the picture across the area is mixed with some streets and households affected more than others, so the detailed breakdown in this report hopes to show where measures are most needed.

The **timing** of how traffic behaves throughout the day and night is also an important consideration for any traffic filter. Some technical filters may be designed to be active only at scheduled times to deliver the most benefit, for example during rush hours. The overall picture in terms of time is reflected in the graph below:

## What time of day does traffic become a problem? (tick any that apply)

Answered: 255 Skipped: 19



The graph above illustrates the time of day when residents living in the area are most affected by traffic

To understand the shape of these issues across the area, we can interrogate the data a little more. For any traffic scheme, Torbay Road has a fundamental role to play in terms of hosting a filter – it is through Torbay that cut-through traffic reaches both Dyne Road and all the other streets.

Dyne Road is a long, straight road, confined by parking on both sides of the street which is used as a cut through by traffic to avoid traffic jams and traffic lights on the main roads. Residents noted that during and since lockdown there has been a considerable growth in demand for home food deliveries and an increase in motorcycle parking at the north east end of Dyne Road. There have been conflicts, accidents and disturbing driving behaviours reported.

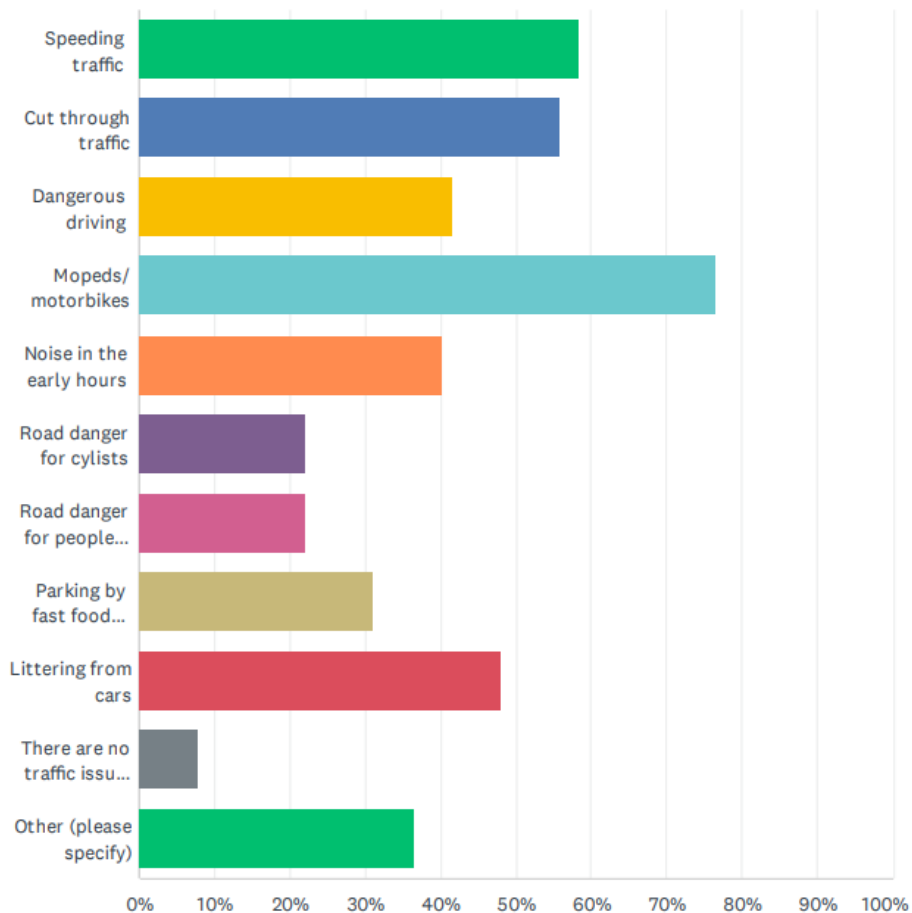
## Dyne Road

Dyne Road forms one side of the Kilburn Healthy Neighbourhood and is currently the main though not the only access point for through -traffic into the area. Resident feedback here has shown a consistent level of support for traffic to be reduced and moped delivery activity curbed since our first engagement in 2021 through until our recent walkabout in June 2023.

79 people living on Dyne Road responded to our online survey and a further 6 attended our workshop and 4 the walkabout activities. Their experience of traffic levels and how it impacts their day to day lives outstrips the information we have gathered elsewhere. Of the 77 people that responded to our question about traffic issues, the graph below illustrates the scale of the problem:

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 77 Skipped: 2



ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	58.44%	45
▼ Cut through traffic	55.84%	43
▼ Dangerous driving	41.56%	32
▼ Mopeds/ motorbikes	76.62%	59
▼ Noise in the early hours	40.26%	31
▼ Road danger for cyclists	22.08%	17
▼ Road danger for people walking / in wheelchairs	22.08%	17
▼ Parking by fast food customers	31.17%	24
▼ Littering from cars	48.05%	37
▼ There are no traffic issues on my street	7.79%	6
▼ Other (please specify)	<b>Responses</b> 36.36%	28
<b>Total Respondents: 77</b>		

The graph and table above illustrate the traffic problems for residents in Dyne Road

77% (59) respondents highlighted the impact of mopeds and motorbikes while over 58% (45) people identified both cut through and speeding traffic as a frequent occurrence. Furthermore, noise in the early hours is affecting 40% of residents (31) and littering from cars is common (48%), often worse at the Kilburn High Road end where fast food consumers choose to park and where moped drivers gather.

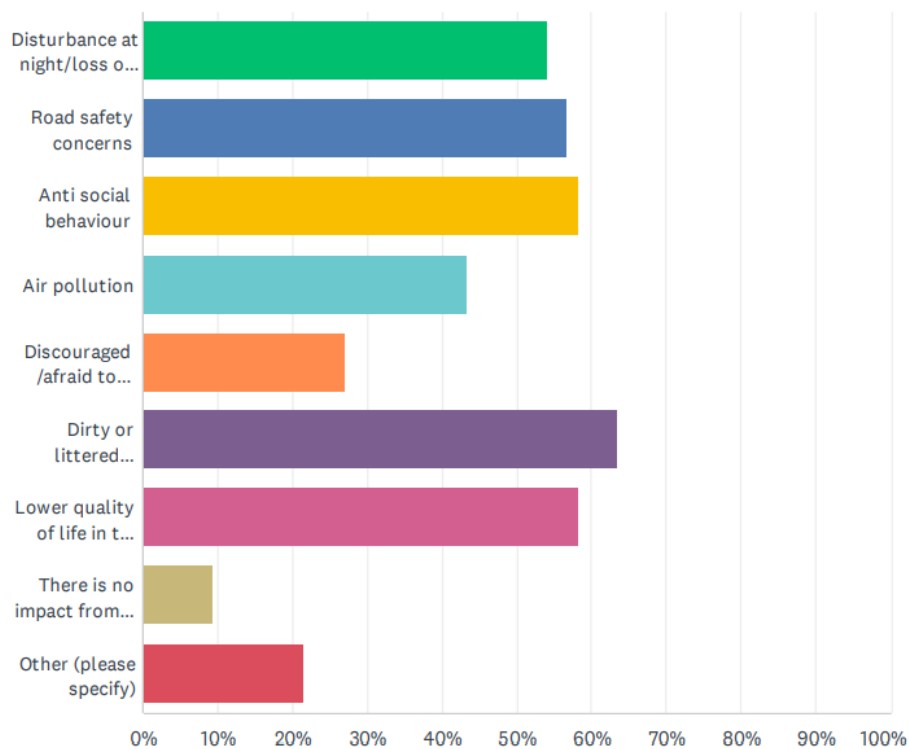


Junction of Dyne with Torbay Road

The impact on the neighbourhood is profound – with 54% (40) finding their sleep disturbed, 58% (43) stating their quality of life is lower and 57% (42) identifying road safety concerns. Unlike other roads where the negative impact of traffic can be patchy, this is a consistent experience. Only 7 households currently experience no impact from traffic.

#### Q4 What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 74 Skipped: 5



The graph above illustrates the impact of traffic for people living on Dyne Road

Comments can be grouped under key themes:

#### **Moped/ delivery drivers:**

*Fast food delivery drivers who wait and cause a noise nuisance*

*Delivery mopeds and drivers and lots of litter gathering at the bottom of the road.*

*Delivery drivers using our carpark as a toilet*

*The main issue is the number of mopeds that use Dyne Road as a cut through and drive at very dangerous speeds and are very noisy!*

### **Traffic volumes:**

*Volume of vehicles (cars) due to roadworks and diversions onto smaller roads*

*Cut through traffic from Kilburn High Road. Pavement not good for buggies. Willesden Lane junction very busy. Road rage and beeping horns.*

*Narrow street and so much traffic cutting through with the huge number of noisy mopeds due to their congregating at the end of Dyne Road by the take away restaurants*

### **Littering:**

*Very fast driving by non local deliveries, difficulty parking on the street for residents due to traffic and enormous amount of littering from drivers*

*Littering from fast food delivery moped drivers, constant horns being honked and people shouting at all hours of the day (not just the early hours)*

### **Noise:**

*The noise from delivery drivers on motorcycles cutting through the pedestrian underpass on Dyne Rd is very irritating and also sometimes they drive unsafely*

*Fast food delivery drivers who wait and cause a noise nuisance*

*We often hear altercations between drivers on the street which is very frightening for adults and children. I've had to sometimes call the police.*

### **Drug dealing:**

*Drug dealers using it for their deals, driving down Dyne to the top of Torbay*

*Parking by drug dealers*

*Drug dealing- leave drugs behind bins and then knock on door looking for them*

### **Pavements and Lime bike clutter:**

*Pavements in poor condition*

*Pavements are so bad on Dyne Road - as I have sciatica I am afraid of tripping and falling due to the pavements so I walk in the road*

## Crime:

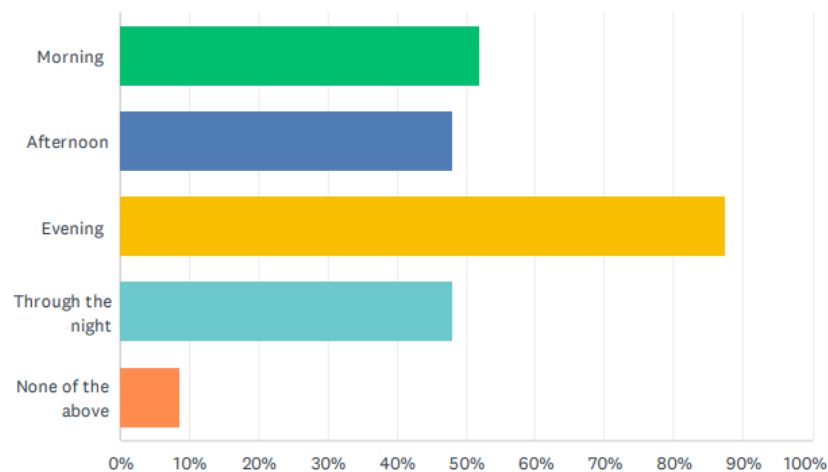
*Break-ins to cars and houses - increased recently. Dumping rubbish on the street (fly tipping)*

*Break-ins. There is a breakdown in trust and response from the Police*

And the data shows how these problems intensify in the evening. Of 71 respondents below, 87% are affected in the evening and 48% through the night. While a lesser degree, morning and afternoon are also problem periods, with up to 52 % of households affected (37 respondents).

### Q5 What time of day does traffic become a problem? (tick any that apply)

Answered: 71 Skipped: 8



ANSWER CHOICES	RESPONSES	
Morning	52.11%	37
Afternoon	47.89%	34
Evening	87.32%	62
Through the night	47.89%	34
None of the above	8.45%	6
Total Respondents: 71		

Graph above illustrating the time when problems impact residents

What we learn from this data is that any solution will need to be operational **throughout the day and night**. Due to the requirements of emergency services, Dyne is an important thoroughfare for ambulances and therefore can only permit a



camera filter, probably filtering out external traffic from resident traffic by the use of Automatic Number Plate Recognition technology.

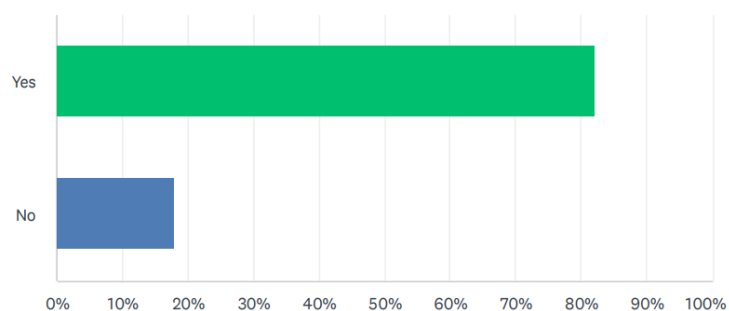


Pedestrian walkway/ cycleway under James Weston House, linking Dunster Gardens to Dyne Road

Support for a traffic filter is high. The graph illustrates that of 73 respondents, over 82% (60 people) wish to see one introduced to the street. The many comments reflect anxiety about how solving one problem might inflame others and querying how the measures will work in practice.

Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?

Answered: 73 Skipped: 6



The graph above illustrates the level of support for a traffic filter- on Dyne Road

*I would very much be in favour of some restrictions on Dyne Road, as well as on the whole North Kilburn Conservation Area to preserve it. If you could suggest a combination of a one-way system on Dyne Road and Torbay Road (opposite direction), where access is only possible to residents (with some enforceable cameras), and some friendly green spaces & trees, with a street narrowing and larger pavements at the start of Dyne Road to create a filtering of traffic that would achieve the overall objective.*

*I am concerned that we still need access for food and parcel deliveries. Our son also gets collected by a bus to school as he is disabled. So how do you suggest you will stop the cut-through heavy traffic but allow service vehicles to still access the road?*

*The main noise is mopeds, which easily slip through traffic calming barriers. Taxis from the cab office at the Kilburn end of the street also create a lot of traffic. Put the barrier in the wrong place and the traffic will get worse not better. Also, I worry that an empty traffic street (with benches) encourages more antisocial, noisy behaviour and litter.*

*Generally keen for reduced traffic but concerned that restrictions might inadvertently increase the drug dealing by making the street feel more secluded. More CCTV might help?*

Some comments reflect concerns about possible negative consequences. In the end, it will be a matter of weighing up the overall benefits compared to the inconveniences. To maximise the benefits from this traffic scheme, the measures should be accompanied by action from the police to support a reduction in the overall criminal behaviours.

Residents made suggestions on the type of traffic measures that might work including:

- A filter at the crossroad between Torbay and Dyne to stop all cut through traffic
- Dyne Road should be made a one-way street
- Road closures rather than cameras
- Measures on the James Weston underpass

*This would help in preventing motorcyclists who work for Deliveroo using the underpass as a cut through point. This is a big noise disturbance and is sometimes dangerous as it is a pedestrian through route.*

In the survey, residents were given the chance to suggest other locations for traffic filters that could benefit the area. Of 55 responses, 52 asked for the filters to be on Dyne Road (95%). Torbay Road, Dunster Gardens and Callcott Road were also mentioned.



Dyne Road at the Willesden Lane junction

## Torbay Road

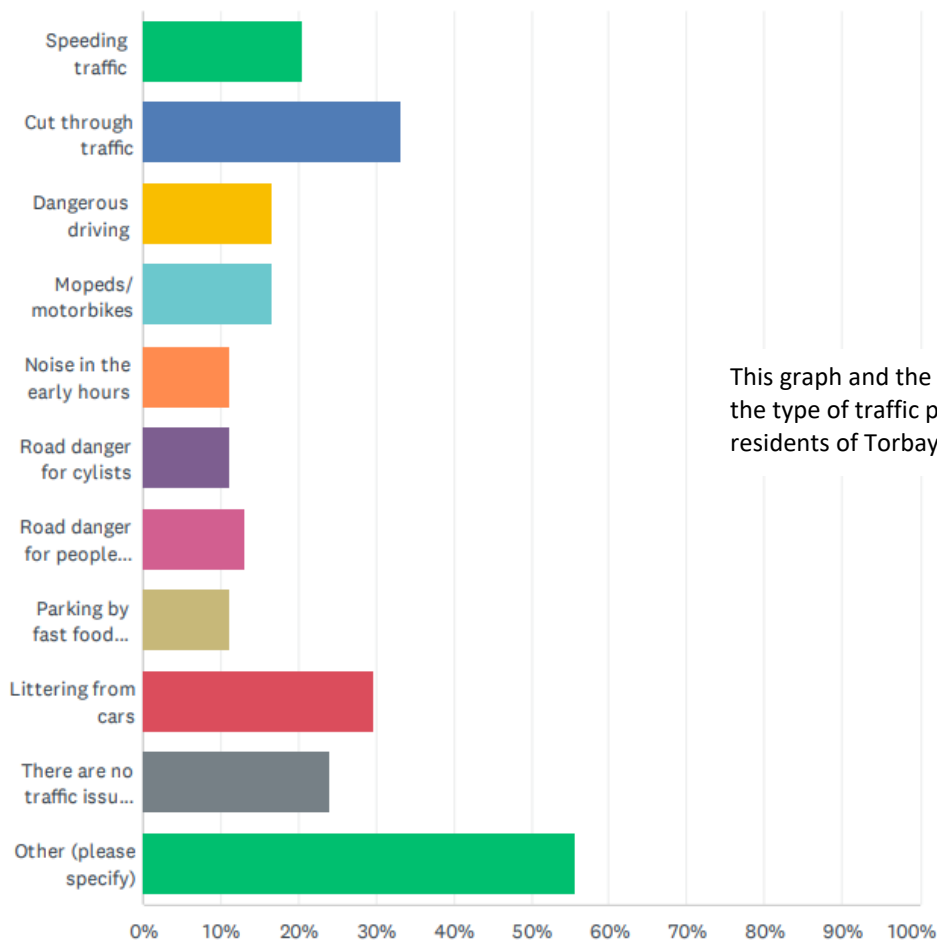
Torbay Road is likely to be an important part of the typical through- route in Kilburn and the junction with Plympton a critical access point to the whole area. However, it is also clear that depending on the route traffic takes, the Willesden Lane end may see less traffic. The busiest section will be the Dyne Road end.

Apart from those who responded to the online survey a further 3 residents attended the workshop and 6 attended the walkabout.

Of 54 respondents on Torbay Road, 24% stated there are no traffic issues on the street, while 33% highlight cut through traffic and 20% speeding.

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 54 Skipped: 0



This graph and the table below illustrate the type of traffic problem affecting residents of Torbay Road

ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	20.37%	11
▼ Cut through traffic	33.33%	18
▼ Dangerous driving	16.67%	9
▼ Mopeds/ motorbikes	16.67%	9
▼ Noise in the early hours	11.11%	6
▼ Road danger for cyclists	11.11%	6
▼ Road danger for people walking / in wheelchairs	12.96%	7
▼ Parking by fast food customers	11.11%	6
▼ Littering from cars	29.63%	16
▼ There are no traffic issues on my street	24.07%	13
▼ Other (please specify)	Responses 55.56%	30
Total Respondents: 54		

The comments provide some context to these figures – drug dealing is by far the dominant concern and against this backdrop, traffic may seem less of a priority:

*Drug dealing - Torbay Road /Clarence Road used as meeting point for addicts and dealers as it's a handy cut through with access to Willesden Lane for a fast getaway.*

*Cars delivering A class drugs*

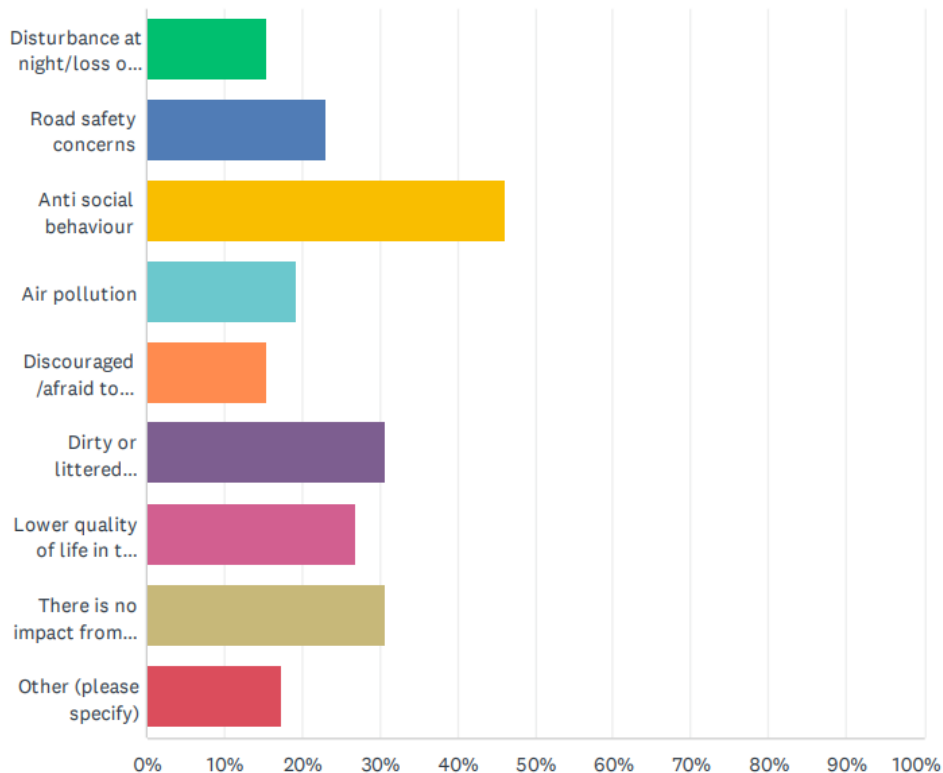
*Drug dealers - when taking children to school, parents have to pass by drug users. They are hiding in small alleys to take drugs. There is violence on Kilburn High Road and a much higher police presence is needed.*

*Drug related traffic and activity - usually at weekends. A black BMW drives around regularly - speeds and it's noticeable as it has a modified engine, so very noisy.*

*Drug dealer cars are here daily and we need action from the police*

## Q4 What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 52 Skipped: 2



The graph above illustrates the impact of traffic on the lives of Torbay Road residents

The impact on the daily lives of those people living in Torbay Road is primarily the impact of the anti- social behaviour associated with drugs, selected by 46% of the respondents in this street.

In terms of traffic-related impact, we see that road safety concerns are significant (23%) as well as pollution and night-time disturbance to a certain extent, but it's the wider dirty environment that frustrate residents (31%).

Nonetheless, the Community Walkabout (6<sup>th</sup> June) provided further intelligence about the experience for those living around Torbay:

- The Dyne Road junction with Torbay Road is dangerous, with blind spots at the corner. It is a key passing point and the main cut through. Lighting needs to be improved here.

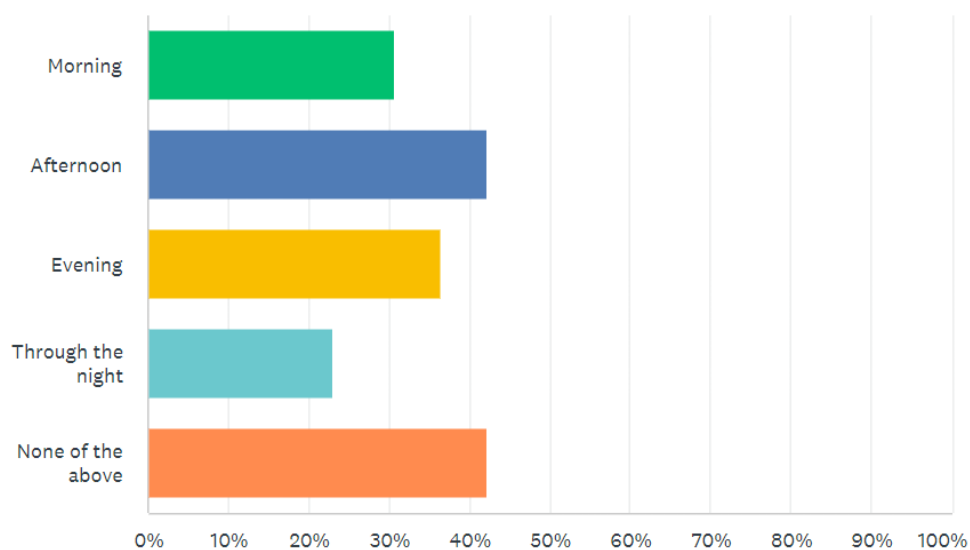
- Torbay Road junction with Plympton Road sees cars travelling across the junction at speed along Plympton Avenue into Plympton Road. A corner house at this junction had its wall knocked down.

A cyclist living in Torbay Road highlighted how they experience road danger – that speeding vehicles and dangerous driving *at quieter times* also constitutes a threat for cyclists.

From the survey data, Torbay Road is affected throughout the day with 22 of 52 respondents finding afternoons (42%) and 19 of 52 finding evenings (37%) slightly busier. Through the night was impacting 23% of residents (12 responses).

## What time of day does traffic become a problem? (tick any that apply)

Answered: 52 Skipped: 2



The graph above illustrates the time of day when residents are affected by traffic

The level of support on Torbay Road for traffic filters, it is high – with 51% of respondents in favour of measures to be put in place. However, almost all the *comments* reflect a lack of support for the filters or a preference that they be time limited. There was also a concern that a traffic restriction might mean reduced access to doorstep services.

*Filter should be operational at night. Then it can continue to allow builders, deliveries and child carers to attend during the day. How does this combine with the residents parking scheme?*

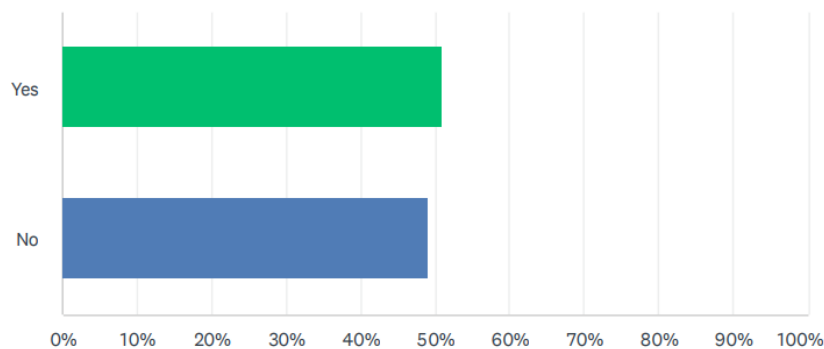
*Main reason to agree would be to deter the drug traffic.*

*It is pretty quiet here and it would be a shame if street closures actually ended up directing traffic to use Torbay as a cut through to Willesden Lane. A lot of families walk to Christchurch School via Torbay in the mornings and afternoons so maintaining its relative quiet is important.*

*The Tesco Express (Willesden Ln) has a lot of non-local customers using Torbay Road as the parking lot which creates dangerous situations. However, the risk of getting a ticket is close to zero. Install a camera and fine Tesco customers. Solves the problem and increases tax/fee collection for the council.*

**Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?**

Answered: 53 Skipped: 1



The graph above illustrates the level of support for a traffic filter on Torbay Road

Among residents of Torbay Road, there is high support for filters to be introduced on Dyne Road (61%) as a measure to limit traffic access to Torbay. Unfortunately, without further measures across the area, short cut access to Torbay Road will continue across other streets, for example via Streatley Road, Callcott Road and Plympton Road.

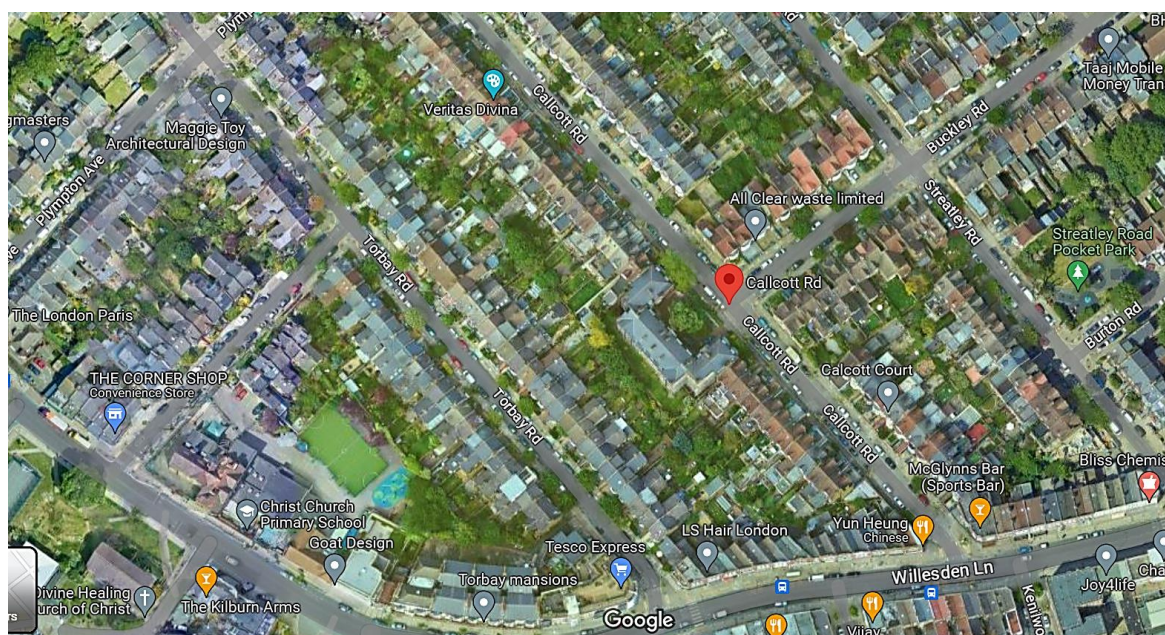


## Callcott Road

Callcott Road appears to be most vulnerable to cut through traffic via Buckley Road or Plympton Road and some feedback highlights the impact from Buckley traffic.

We received 4 responses from residents living in Callcott Road with a further 2 who attended the workshop. We find the following issues of concern:

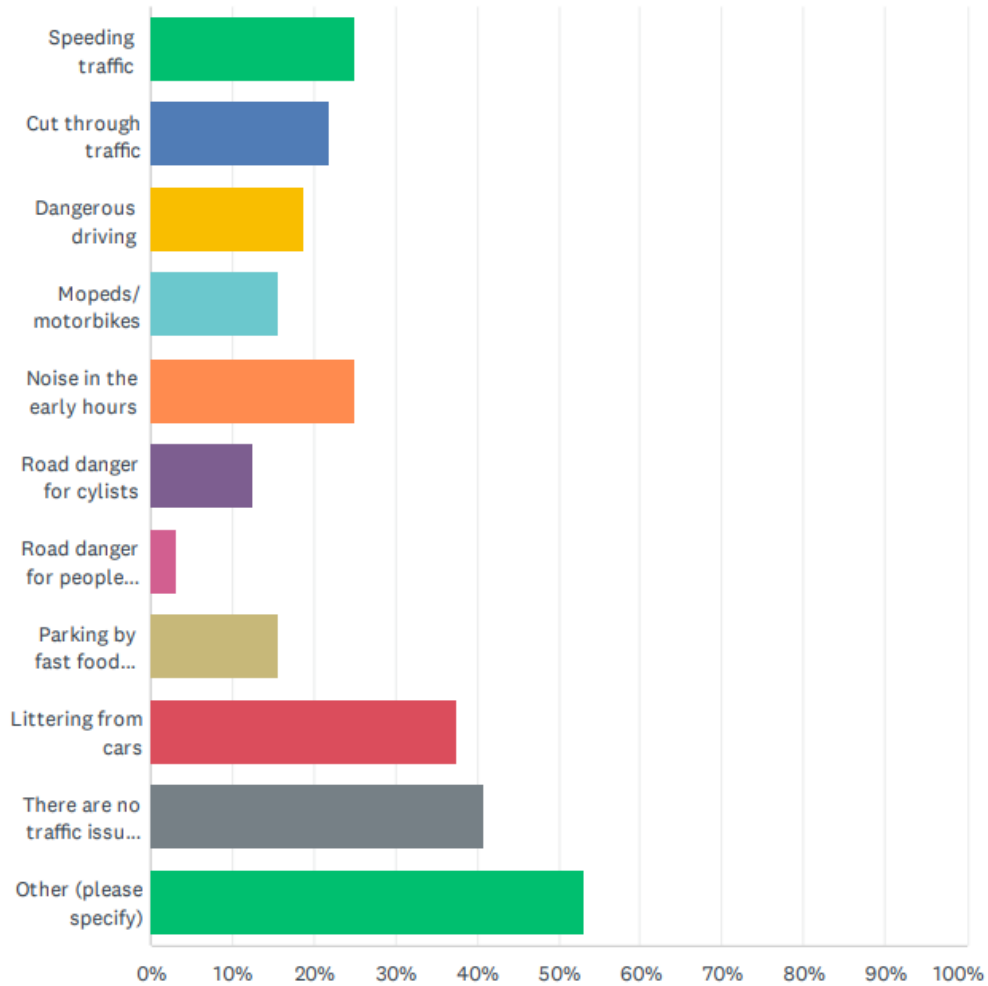
- Speeding, noise and littering appear to be the main traffic problems
- There are issues at the Callcott Road/ Buckley Road junction and those who live near the junction witness the problems.
- Speeding is an issue
- Speed bumps are not delivering calmer traffic
- Noise and traffic on Willesden Lane affects some households



Callcott Road's position in the relation to Willesden Lane. Imagery courtesy of Bluesky, Getmappingplc, Infoterra Ltd and Bluesky, Maxar Technologies, The GeoInformation Group.

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 32 Skipped: 2



This graph and the table below illustrate the type of traffic problem affecting residents in Callcott Road

ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	25.00%	8
▼ Cut through traffic	21.88%	7
▼ Dangerous driving	18.75%	6
▼ Mopeds/ motorbikes	15.63%	5
▼ Noise in the early hours	25.00%	8
▼ Road danger for cyclists	12.50%	4
▼ Road danger for people walking / in wheelchairs	3.13%	1
▼ Parking by fast food customers	15.63%	5
▼ Littering from cars	37.50%	12
▼ There are no traffic issues on my street	40.63%	13
▼ Other (please specify)	<b>Responses</b> 53.13%	17
<b>Total Respondents: 32</b>		

In Other comments, drug use and dealing is mentioned but far less frequently than some other locations.

*The Callcott junction with Buckley is really bad - cars driving fast and impatient. Drug dealing is getting worse and there are now GROUPS of users walking around the area. This Callcott /Buckley corner is a place for drug dealing from cars.*

*Cars drive too fast. And stop to deliver in the middle of the road, causing jams*

*If anything, the speed bump in our road could be reduced as most traffic noise is from cars scraping against this mammoth.*

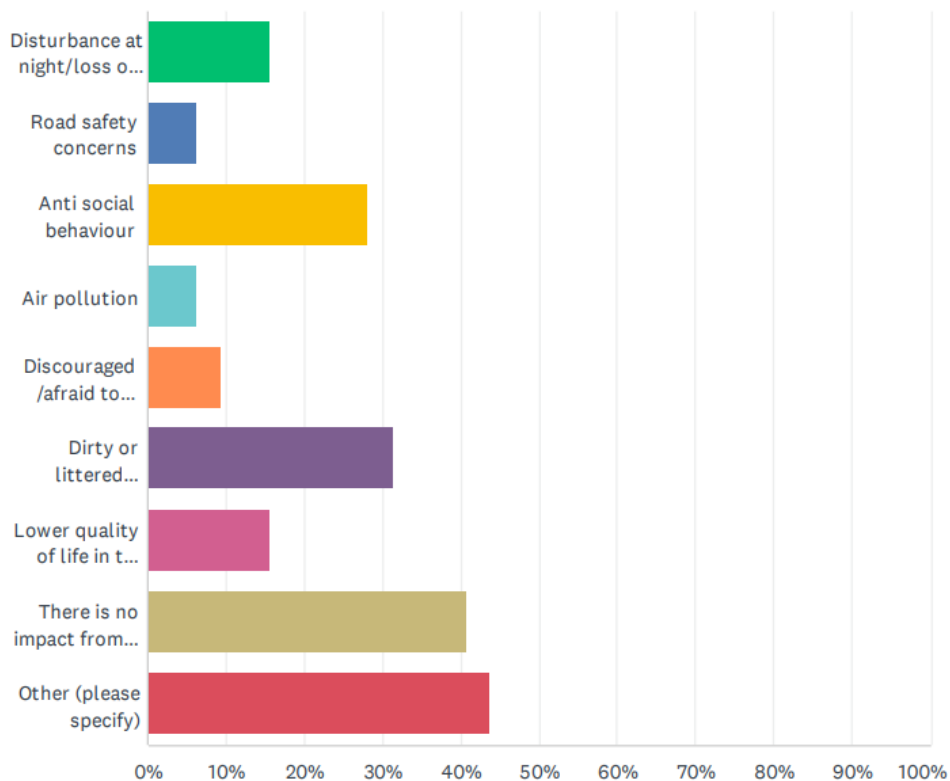
*Heavy traffic and noise in general, mainly on Willesden Lane*

However, in terms of the impact on resident's lives, the majority are currently unaffected. In the graph below, 41% (13 people) state there is no impact from traffic on their lives. Antisocial behaviour and drug use are significant (9), as is the dirty and littered environment (10), but for most people existing traffic conditions are satisfactory.

Of the 14 comments here, residents provide helpful detail about the kinds of concerns affecting their lives: drug dealing and visible drug usage (including injecting in resident front gardens), violence between moped drivers, noise from speed bumps, dog fouling and uneven pavements all feature. Crime is also highlighted including theft of bicycles from the "secure" storage hangars, burglaries and fly tipping.

## Q4 What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 32 Skipped: 2

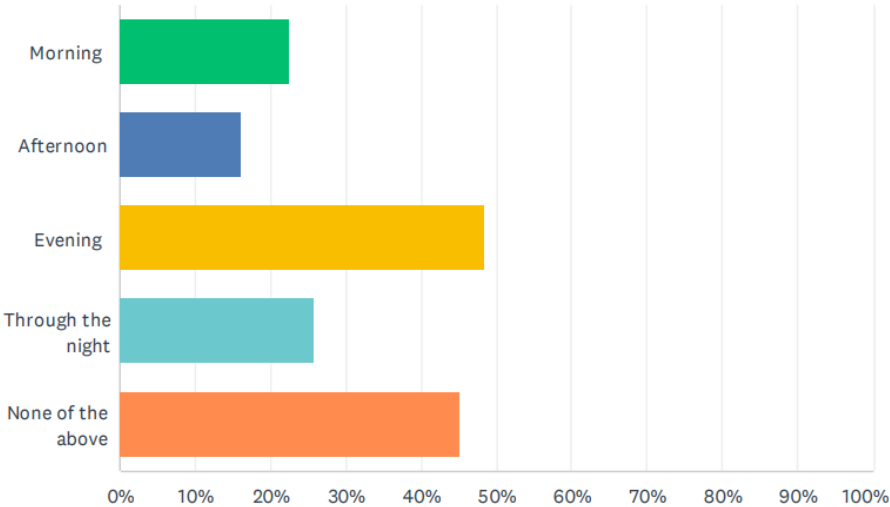


This graph illustrates the impact of traffic on the lives of residents in Callcott Road

When asked about *when* traffic problems are likely to emerge, a clear majority selected evening (48% or 15 people), associated either with the evening rush hour or perhaps food deliveries.

### Q5 What time of day does traffic become a problem? (tick any that apply)

Answered: 31 Skipped: 3

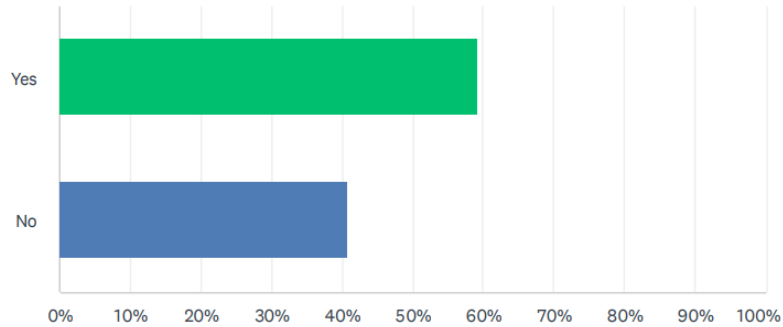


The graph above illustrates the time of day when residents are most affected by traffic problems

Callcott Road respondents show clear support for a traffic filter, with 59% in favour compared to 41% against – and some comments indicate residents fear traffic may worsen once a filter is introduced on Dyne Road. Some residents wish to be reassured that their own access can continue.

Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?

Answered: 32 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	59.38%	19
No	40.63%	13
TOTAL		32

The graph above illustrates the level of support for a traffic filter on Callcott Road

*If it prevented through traffic, while maintaining access for residents without having to go via Kilburn High Road, that would be a positive thing.*

*If you put one on Dyne – but if you don't put one on Dyne, I don't support the restriction.*

*Kids coming home by themselves. This is a popular thoroughfare for parents who are collecting children on foot (via Buckley) = high foot traffic. Filter must operate at peak school times.*

*Not sure - but Buckley connects to KHR. Callcott is vulnerable from Willesden Lane. Need to understand possible impact for residents access needs.*

When we ask Callcott Road residents where filters should be positioned in the wider area, of 14 respondents 7 selected Dyne Road (50%) while 4 selected Buckley Road (29%).

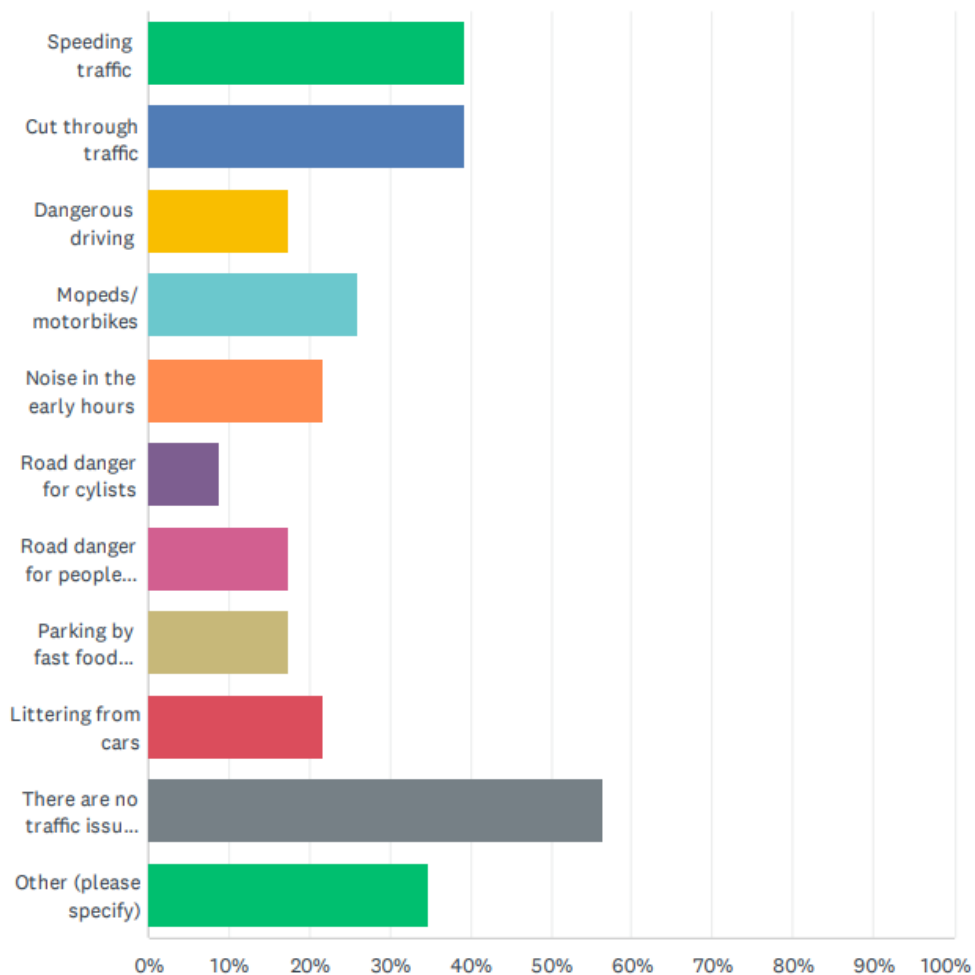
## Streatley Road

From the map, Streatley Road appears to be vulnerable to cut through traffic via Plympton, Burton and Buckley Roads.

We received 23 responses from residents living in Streatley Road, but a further 5 residents attended the workshop and 1 attended the walkabout.

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 23 Skipped: 0



ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	39.13%	9
▼ Cut through traffic	39.13%	9
▼ Dangerous driving	17.39%	4
▼ Mopeds/ motorbikes	26.09%	6
▼ Noise in the early hours	21.74%	5
▼ Road danger for cyclists	8.70%	2
▼ Road danger for people walking / in wheelchairs	17.39%	4
▼ Parking by fast food customers	17.39%	4
▼ Littering from cars	21.74%	5
▼ There are no traffic issues on my street	56.52%	13
▼ Other (please specify)	Responses 34.78%	8
<b>Total Respondents: 23</b>		

The graph and table above illustrate the type of traffic problem affecting residents of Streatley Road

What we learn from the information above is a significant impact from **cut through** and **speeding traffic** – highlighted by almost 40% of residents. Moped activity and noise in the early hours also register for some residents.

Depending on the routes taken by cut through traffic, some households would be affected more than others – ie. those at the Plympton Road end of Streatley Road compared to those living at the Willesden Lane end of Streatley Road - thus generating quite different perspectives on the problem.

The graphs below illustrate the impact of traffic on the lives of Streatley Road residents and the most striking figure is that for most people (56% of 23 people), traffic is not problematic. A dirty environment and antisocial behaviour also overshadow the negative impact of traffic.

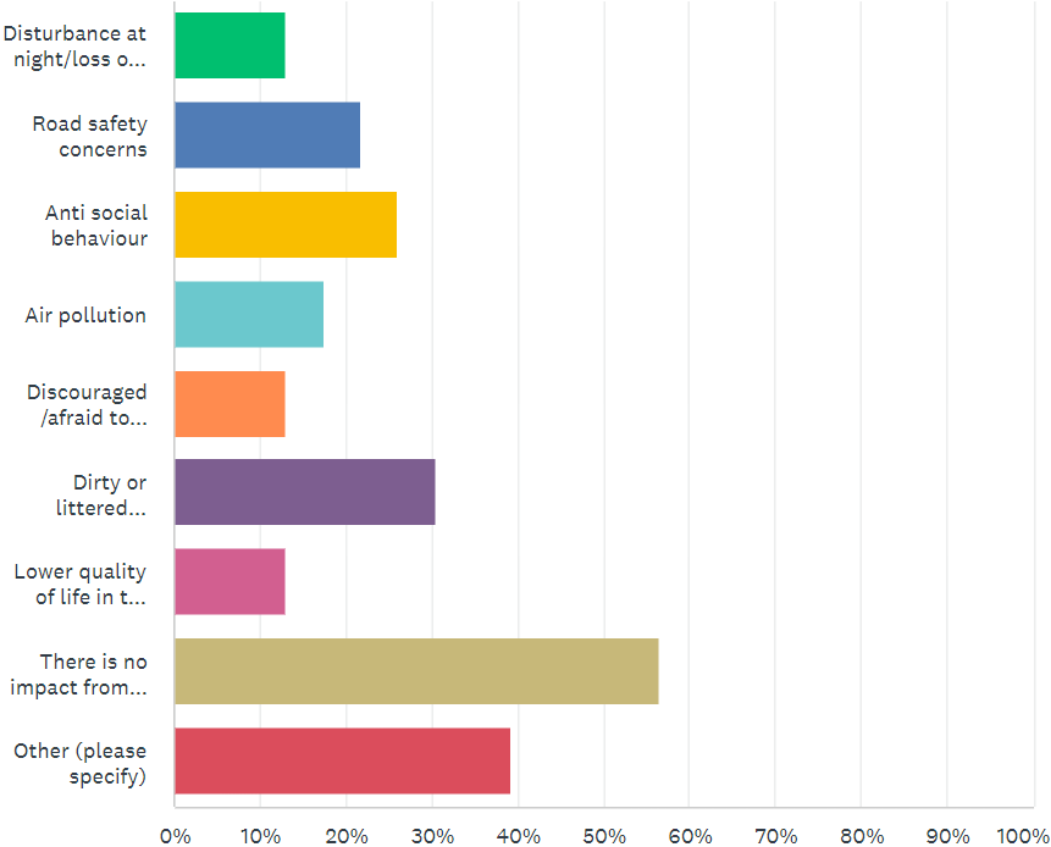
One resident who highlighted traffic as an issue lives close to the Buckley Road junction and has witnessed *“Traffic accidents at Buckley junction due to careless driving”*

5 people report similar road safety concerns and this may reflect those people living closer to the Buckley Road junction with traffic here en route to Plympton Road and Willesden Lane.



# What is the impact of these traffic issues on you/ your family day life? (tick all that apply)

Answered: 23 Skipped: 0



The graph above illustrates the impact of traffic on residents of Streatley Road

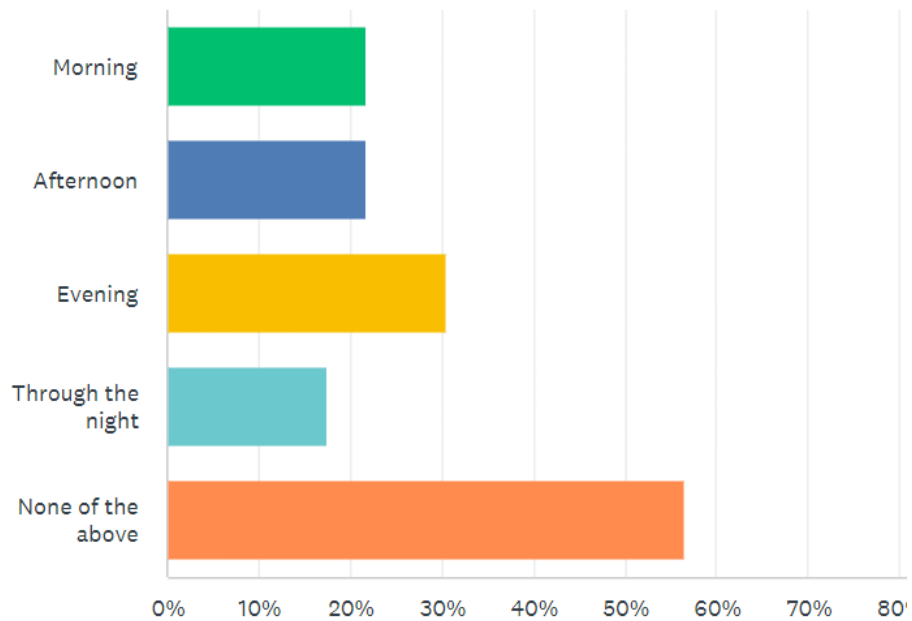
More people seem to highlight traffic increasing in the evening (30 %), but otherwise it would appear the same 5 people with safety concerns are identifying traffic running through the day, with the same 13 respondents (57%) unaffected at any time.



Streatley Road toward Burton Road junction, alongside pocket park.

## What time of day does traffic become a problem?

Answered: 23 Skipped: 0



The graph above illustrates the time of day when residents are affected by traffic

*A suggestion: to make it permissible to drive up the road but not be able to turn right into Burton. Should be all day restrictions.*

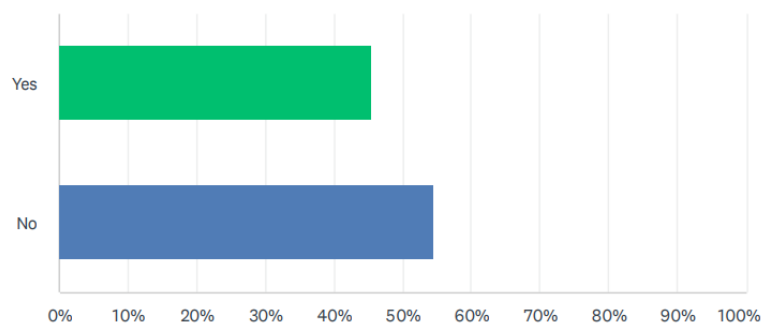
*Placing a filter at the north end of Streatley Road would stop cut-through traffic without seriously affecting access*

*Address the junction of Buckley and Streatley*

Of only 10 respondents to the question asking which roads would best serve the area if they were filtered, 60% (6) people recommended Dyne Road, while Buckley Road, Streatley Road and Plympton Road were also mentioned.

**Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?**

Answered: 22 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	45.45%	10
No	54.55%	12
TOTAL		22

The graph above illustrates the level of support for a traffic filter on Streatley Road

In the comments, 4 respondents repeated they did not wish to see filters introduced on Streatley Road, while other comments indicated Burton Road, Buckley Road, Streatley Road and Callcott Road should also be tackled.

*Dyne Road should be treated completely separate from other roads in the area.*

*Lots of motorcycles at the Kilburn High Road end cause problems for other traffic and pedestrians.*

*This would help seal Burton and Streatley to cut through*

*Double yellow lines are not enforced, especially on Kilburn High Road. This clogs the traffic lanes further.*



Streatley Pocket Park on Streatley Road

## Buckley Road

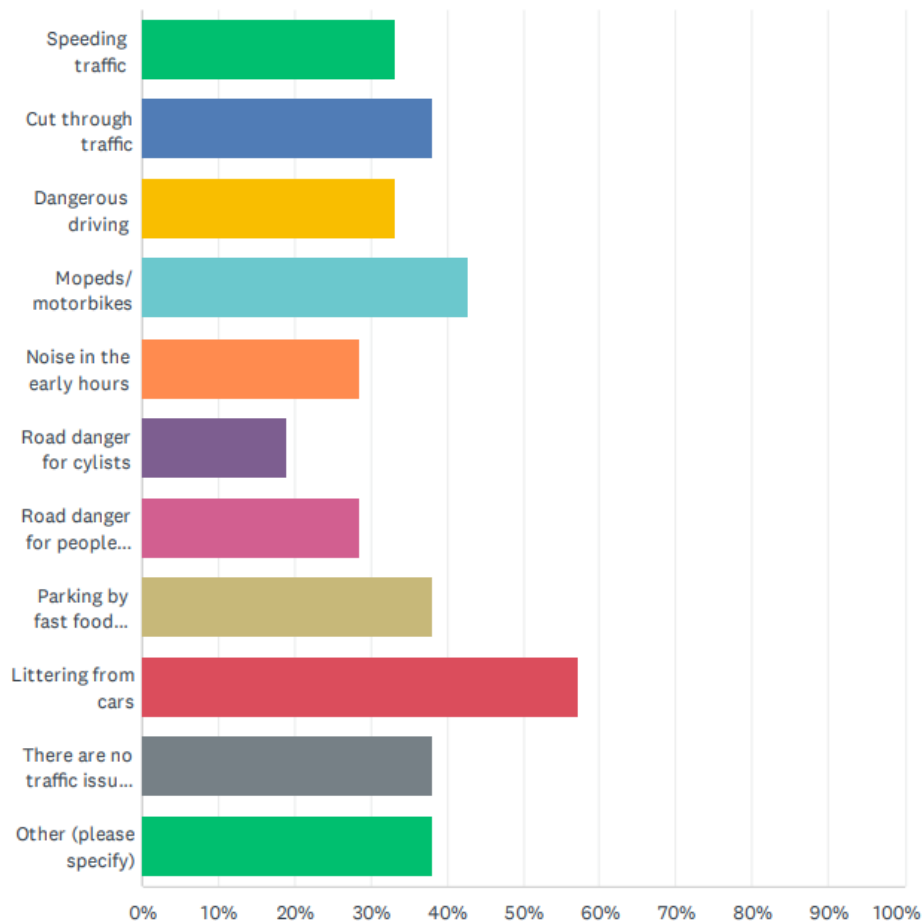
Buckley is a critical road in the cut through picture of the Kilburn Healthy Neighbourhood. Buckley Road feeds traffic through Streatley Road and Callcott Road to Plympton Avenue and from there to Willesden Lane.

We received 21 responses from residents in Buckley Road through the online survey and their concerns included:

- Deliveries to businesses, specifically the noise, lights, mess, idling and the delivery drivers blocking driveways at all hours
- Drug related activity

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 21 Skipped: 0



ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	33.33%	7
▼ Cut through traffic	38.10%	8
▼ Dangerous driving	33.33%	7
▼ Mopeds/ motorbikes	42.86%	9
▼ Noise in the early hours	28.57%	6
▼ Road danger for cyclists	19.05%	4
▼ Road danger for people walking / in wheelchairs	28.57%	6
▼ Parking by fast food customers	38.10%	8
▼ Littering from cars	57.14%	12
▼ There are no traffic issues on my street	38.10%	8
▼ Other (please specify)	<a href="#">Responses</a> 38.10%	8

The graph and table above illustrate the type of traffic problems experienced by residents of Buckley Road.

The data from the 21 respondents shows there is a general concern about traffic – including mopeds/motorbike activity, noise in the early hours, speeding and cut through. It may not impact everyone, but 33% are concerned about dangerous driving and speeding and almost 29% feel that it is unsafe walking along the street.

Littering from cars, probably at the Willesden Lane end of the road, is also a key problem. Residents report that people consuming fast food from their cars are littering rather than taking their rubbish home.

Comments reflect some of the unreported incidents that may be occurring:

*Cars are an issue too. A resident was nearly knocked over by a speeding car on Buckley Road. Difficult for visitors to park due to people using the high street parking here.*

*Parking restrictions end for the most part around 6/7/8pm and this is when a lot of vehicle activity (that night time economy) kicks in so that residents bays are blocked and idled in.*

*Disregard for residents by businesses having deliveries. Business deliveries and waste collection is pushed up into residential roads as pushed away from high street or where previously done.*

The impact these issues have on the lives of our respondents is reflected in the graph below. Road safety concerns do feature for 38% of residents, but to a lesser degree than a dirty littered environment (48%) and antisocial behaviour (52%). It makes clear that filters along won't improve the quality of life for residents in Buckley Road and that parallel action needs to address social issues, possibly with a higher police presence.

Comments generally emphasise how quiet the street is and comments like the one below that cut through traffic may be travelling via Dunster Gardens or Streatley Road so that at least part of the street is unaffected:

*This bit of the road is particularly quiet, cut through traffic does not come down, turn off earlier.....Lately lorries & vans have been coming down. Wide road. Lots of litter. ASB - drugs specifically the junction with Streatley. Calcott is a very busy road.*

*Friday and Saturday nights are awful. People spill onto the road drinking in the theatre bar. Resident parking bays are taken up by shoppers and people going to church on a Sunday. Condition of the pavements are awful. Drug dealing happening on front doorstep.*

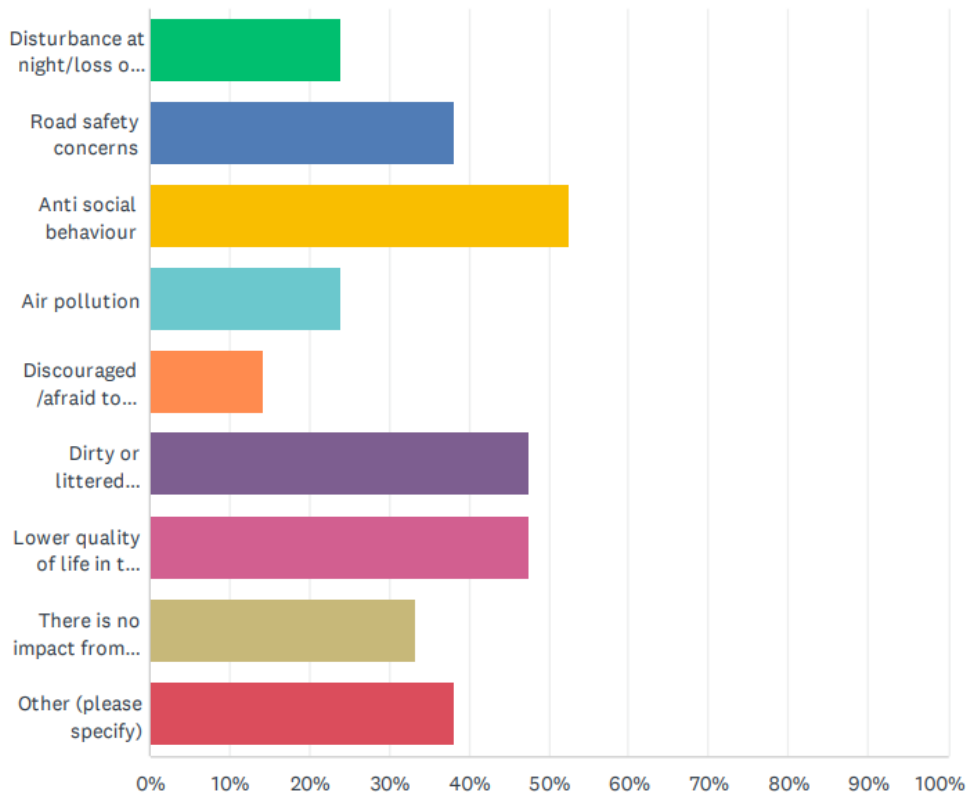
*Drug users are more of an issue than traffic*



Junction of Buckley Road with Dunster Gardens

## Q4 What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 21 Skipped: 0



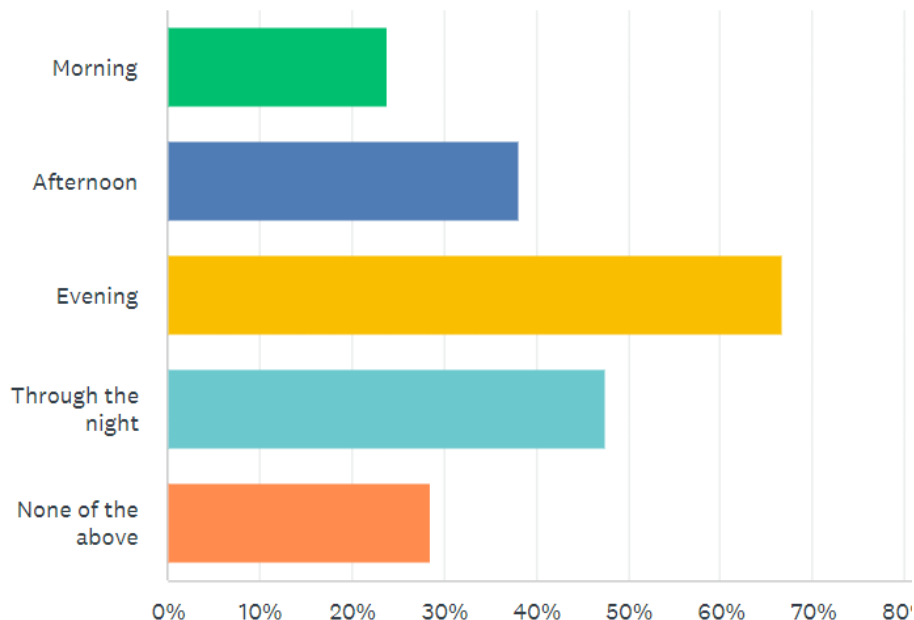
The graph above illustrates the impact of traffic on residents in Buckley Road

And it is striking how the traffic problems worsen in the evening – with 67% of all 21 respondents highlighting this time of day and for 48% of respondents (10) this continues through the night.



## What time of day does traffic become a problem?

Answered: 21 Skipped: 0



The graph above illustrates the time of day when Buckley Road residents are most affected by traffic

But when asked about a traffic filter, residents are less confident and of 19 respondents we see just over half support the idea (53%). Comments indicate that there are concerns about disabled access, frustration at the lack of enforcement of existing traffic measures (such as parking on double yellow lines) and acknowledgement that once Dyne Road has a traffic filter, Buckley Road should be protected.

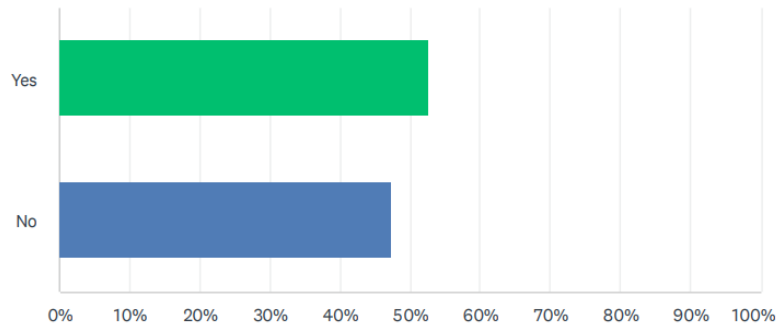
*Road rules only work if enforced. There is no enforcement currently on Kilburn High Road. Cars park wherever, on double yellows, the whole road is chaos and dangerous. Buses and emergency service vehicles struggle to go down the road due to the terrible enforcement of traffic rules.*

*Disabled access for wheelchair adapted vehicles, carers, community transport for residents. There should be greater enforcement by parking enforcement and business deliveries and business waste collection should be done on the High Road not in these residential roads.*

*Don't want it just on Buckley - but if they put it on Dyne, would like it here.*

Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?

Answered: 19 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes	52.63% 10
No	47.37% 9
TOTAL	19

The graph and table above illustrate the level of support for a traffic filter on Buckley Road

A further 17 respondents agreed that traffic filters should be either on Dyne Road (53%) or on Buckley Road (47%) or both. Callcott Road and Streatley Road were also mentioned.

It is also clear there are a number of older and disabled residents on Buckley Road – many living in Buckley Court and their access needs must be considered in any scheme.



Junction of Buckley Road with Callcott Road

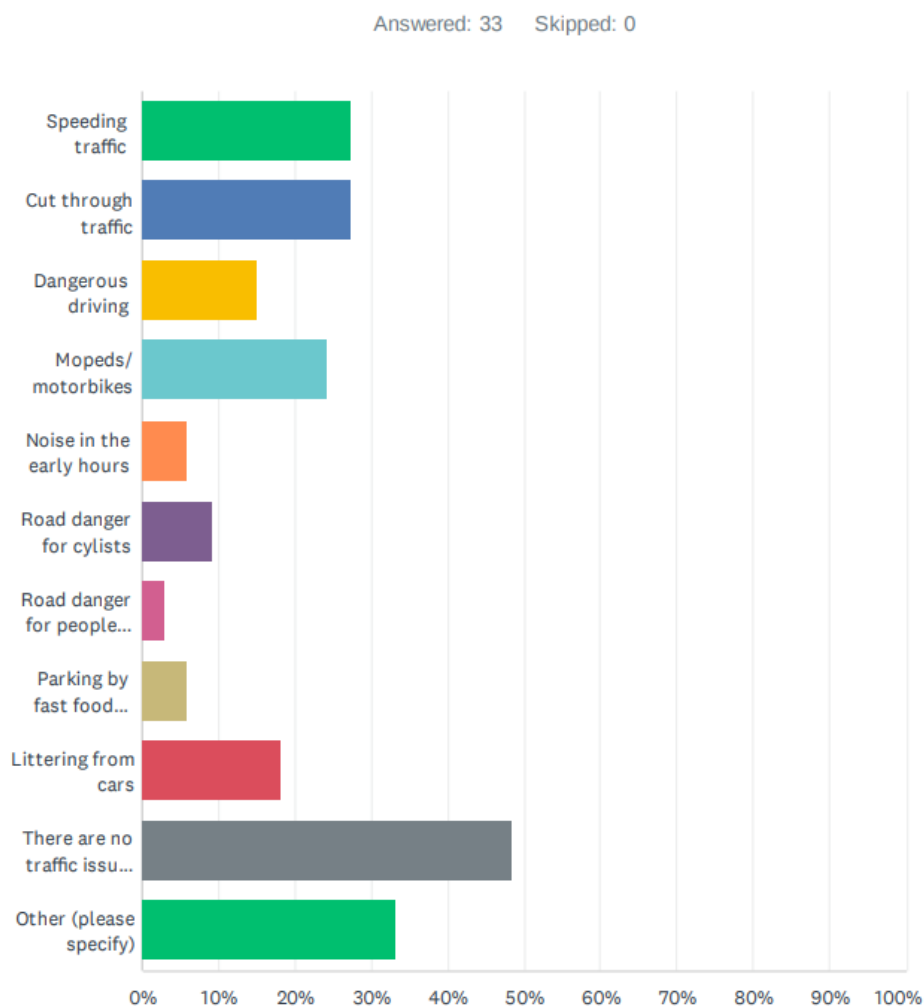
## Plympton Road and Plympton Avenue

Along with Torbay Road, parts of Plympton Road or Plympton Avenue are likely to be used as a shortcut, although while Dyne Road is open to traffic it may depend on the route traffic takes and perhaps only the central section of Plympton Road is worst affected at present.

33 people responded to our survey and of these 21 (64%) lived on Plympton Road while 12 (36%) lived on Plympton Avenue. 5 residents of Plympton Road attended the workshop and 4 attended the walkabout.

The majority of respondents state clearly that there are no traffic issues on their street, with 49% (16 people) dismissing these concerns and 53% (17 people) feeling there was no impact from traffic.

### Q3 What are the main traffic issues affecting your street? (tick any that apply)



ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	27.27%	9
▼ Cut through traffic	27.27%	9
▼ Dangerous driving	15.15%	5
▼ Mopeds/ motorbikes	24.24%	8
▼ Noise in the early hours	6.06%	2
▼ Road danger for cyclists	9.09%	3
▼ Road danger for people walking / in wheelchairs	3.03%	1
▼ Parking by fast food customers	6.06%	2
▼ Littering from cars	18.18%	6
▼ There are no traffic issues on my street	48.48%	16
▼ Other (please specify)	Responses 33.33%	11
<b>Total Respondents: 33</b>		

The graph and table above illustrate the type of traffic problems affecting residents of both Plympton Road and Plympton Avenue

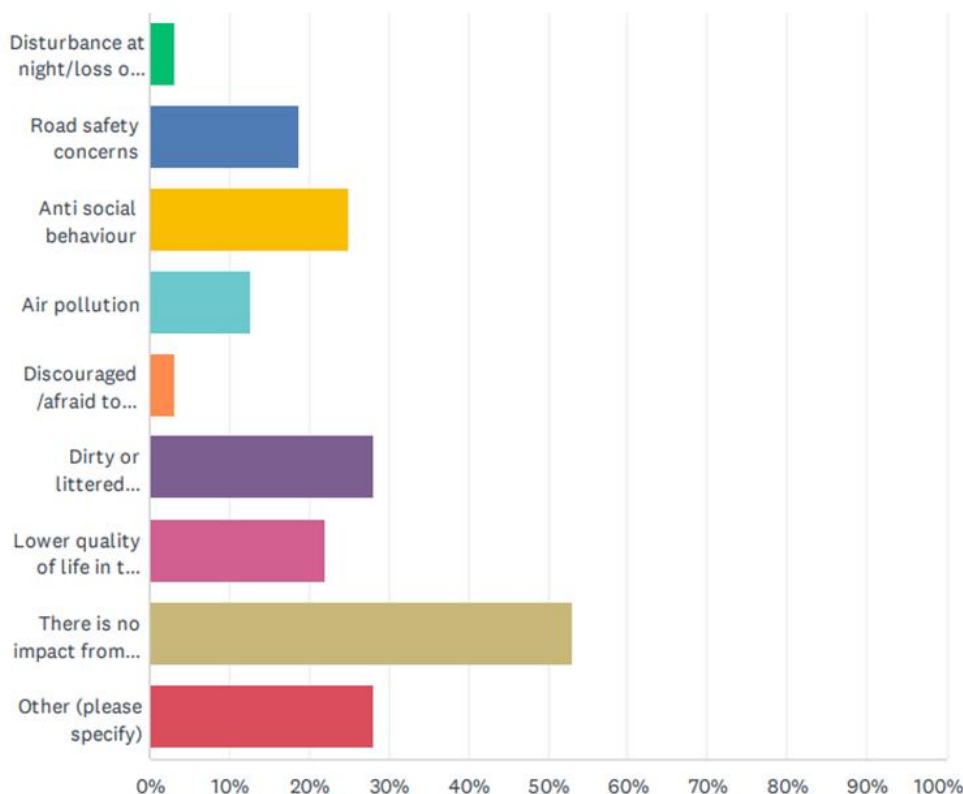
Antisocial behaviour (25%) and a dirty littered environment (28%) feature higher on the list of residents' concerns than traffic (19%). However, 9 households *were* affected and logged cut through traffic, speeding, dangerous driving as well as impact from motorbikes and mopeds and what we see on closer inspection of the data is that most of these residents live in **Plympton Road**:



Plympton Road looking across the junction with Torbay Road to Plympton Avenue. Map courtesy of Google Maps.

## Q4 What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 32 Skipped: 1



The graph above illustrates the impact of traffic on residents of both Plympton Avenue and Plympton Road.

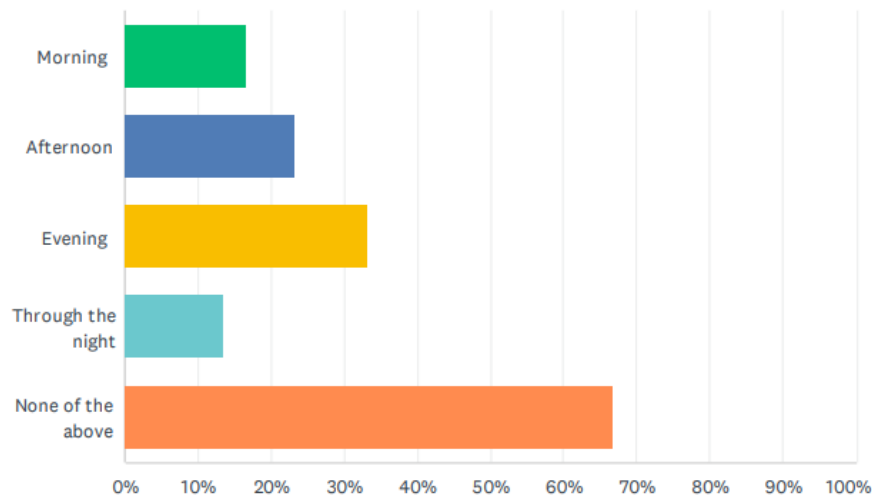
Comments make clear these widespread concerns:

- Drug dealing and drug related activity is prevalent with drug dealers in cars and taking place in the alleyway on Plympton Road and at the junction with Streatley Road
- Visible drug use – and hiding drugs in resident front gardens
- Theft of cars and mobile phones
- Plympton affected by the ASB activity around Dunster Gardens/ James Stewart House
- Impact of takeaway litter
- Taxi drivers sleeping or resting in their cars in residential streets

In terms of the **time of day** that traffic impacts residents on Plympton Road/ Avenue, there is a slight increase during the evening, but the majority (67%) are unaffected at any time. Up to 10 households are currently affected by traffic in the evening (33%).

### Q5 What time of day does traffic become a problem? (tick any that apply)

Answered: 30 Skipped: 3



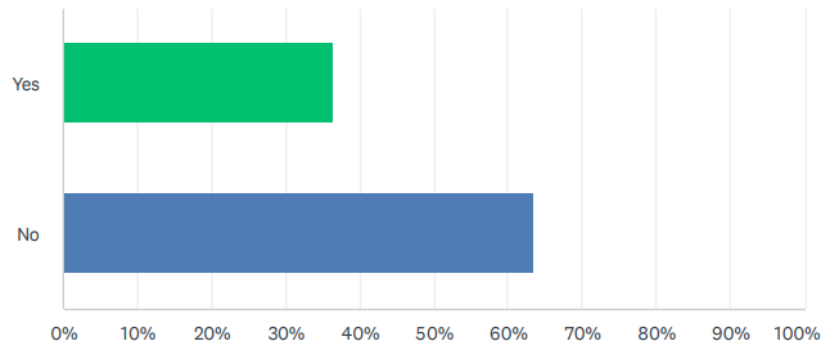
ANSWER CHOICES	Response rate	No of responses
Morning	16.67%	5
Afternoon	23.33%	7
Evening	33.33%	10
Through the night	13.33%	4
None of the above	66.67%	20
Total Respondents: 30		

The graph above illustrates the time of day when traffic affects Plympton Road/ Avenue residents

Unsurprisingly, most respondents do not want a traffic filter introduced on Plympton Road or Avenue with 64% against the idea. However, 12 households – presumably on a stretch that is affected by traffic, are keen. As a comment below points out, one section of Plympton Road is already protected to some degree by Dunster Gardens, a no through road. However, if restrictions were introduced on Callcott Road or Streatley Road, this would probably change.

Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?

Answered: 33 Skipped: 0



ANSWER CHOICES	Response rate	No of responses
Yes	36.36%	12
No	63.64%	21
TOTAL		33

The graph and table above illustrate the level of support for a traffic filter among residents in Plympton Road and Avenue

*I have concerns that the traffic will get pushed elsewhere and that registering vehicles will not be easy enough.*

*We do not need a filter unless filters are put on other streets that displace the traffic to go down our street.*

*The road is almost a dead end. So doesn't get cut through traffic.*

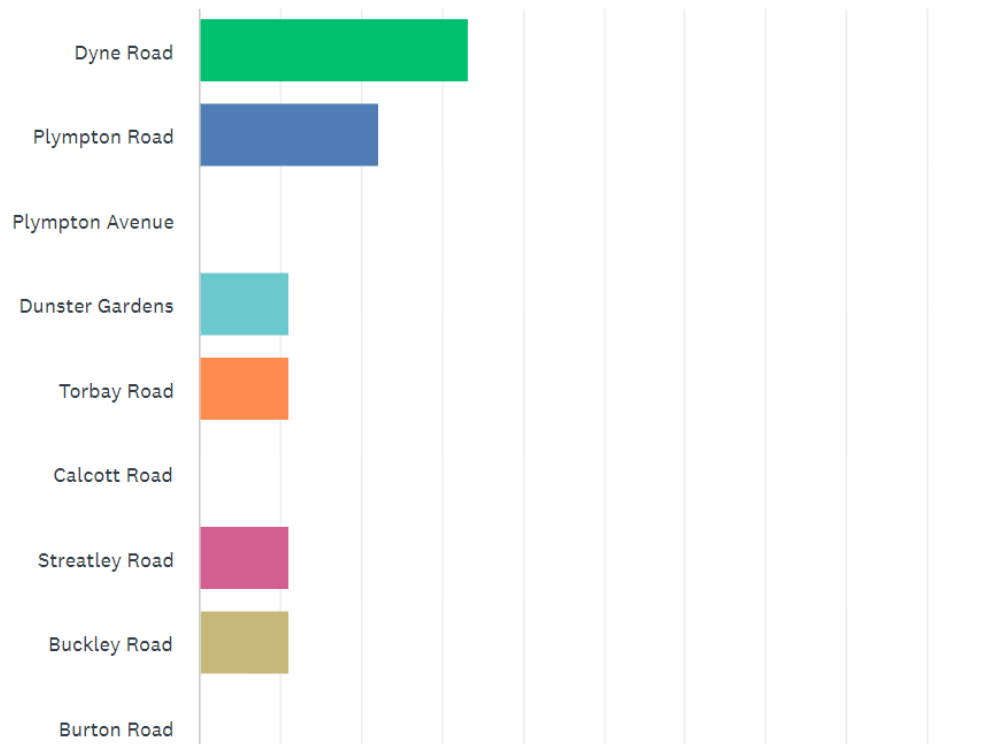
*At the moment you can cut through straight from Willesden lane to Plympton Avenue and Road it would be good have a traffic filter on Plympton Road to prevent it being used as a cut through from the Avenue or Willesden Lane. It used to be a much quieter street but now used as part of the cut through to Kilburn High Road*

Only 9 people responded to the question about where a traffic filters should go to achieve most benefit for the area. The resulting picture is fairly mixed with no clear consensus except than Plympton Avenue should not host a filter.

The responses below perhaps reflect the road network in this neighbourhood and how the area needs to be tackled as a whole rather than one road at a time.

On which road would should the traffic filter be introduced to achieve the most benefit to residents? (tick one)

Answered: 9 Skipped: 12



The graph above illustrates the roads on which residents of Plympton Road and Avenue would like to see filtered.



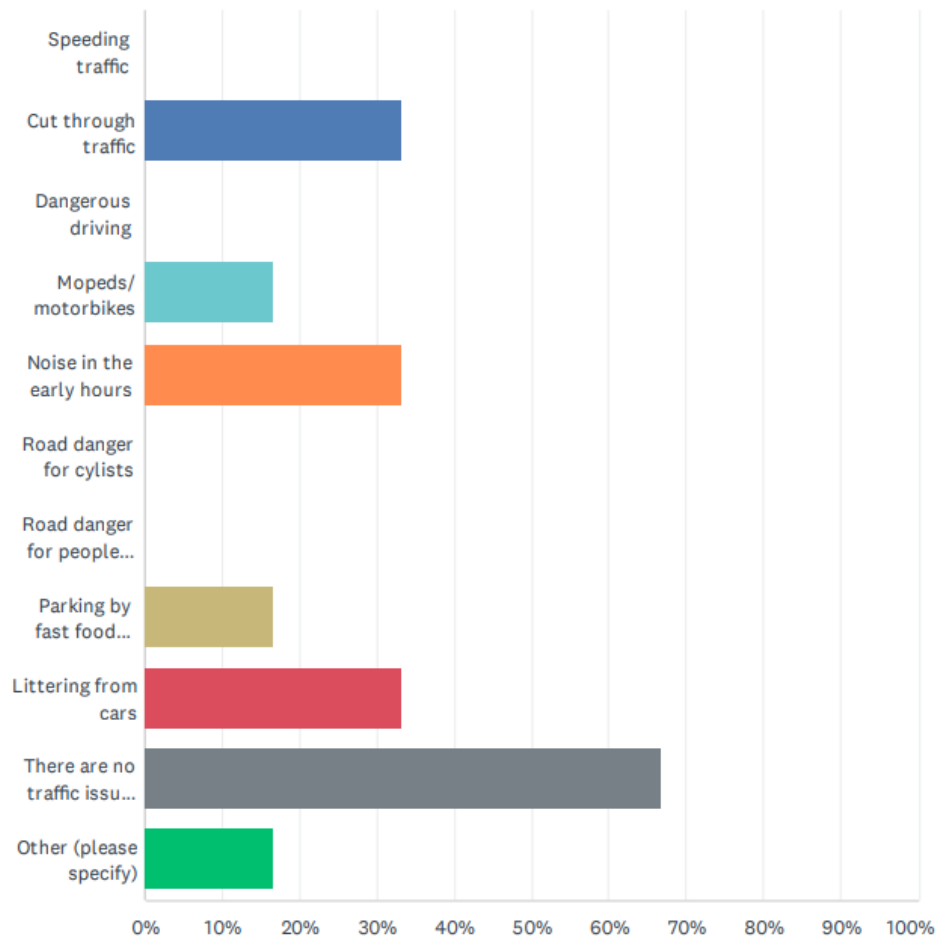
## Burton Road

Burton Road's position at the centre of Willesden Lane and Kilburn High Road may currently protect it from the worst cut through traffic. There is little time advantage to be gained here when there are convenient alternative routes to avoid the main road traffic management. One end connects with Kilburn High Road while at the other a small pocket park straddles Streatley Road and Burton Road, creating a pleasant and quiet green feature.

Only 6 responses were received from Burton Road in the online survey and no one attended the walkabout or workshops. Most people (4 respondents or 67%) on the street are clear there are no traffic issues, although 2 respondents did identify problems which include cut through traffic (33%) and noise in the early hours (33%).

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 6 Skipped: 0



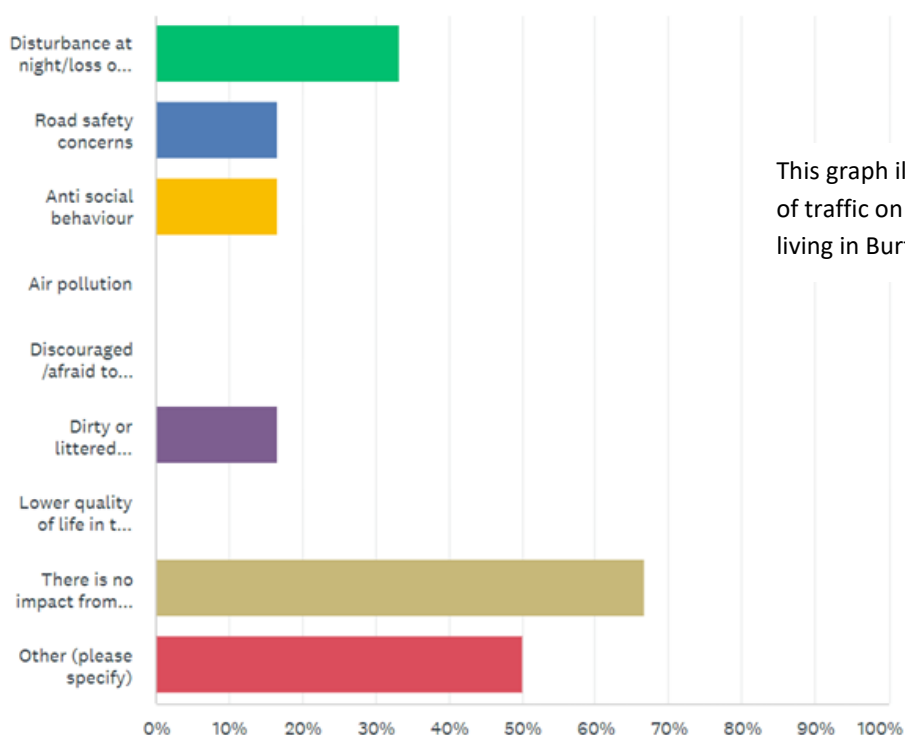
ANSWER CHOICES	Response rate	No of responses
Speeding traffic	0.00%	0
Cut through traffic	33.33%	2
Dangerous driving	0.00%	0
Mopeds/ motorbikes	16.67%	1
Noise in the early hours	33.33%	2
Road danger for cyclists	0.00%	0
Road danger for people walking / in wheelchairs	0.00%	0
Parking by fast food customers	16.67%	1
Littering from cars	33.33%	2
There are no traffic issues on my street	66.67%	4
Other (please specify)	Responses 16.67%	1
<b>Total Respondents: 6</b>		

The graph and table above illustrate the traffic problems affecting Burton Road residents

With so few responses, it's hard to be sure of the true impact of any issues, but the comments indicate that rush hour, misuse of restricted parking and school traffic may be part of the problem. But for those people affected, loss of sleep and road safety concerns are highlighted.

### What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 6 Skipped: 0



This graph illustrates the impact of traffic on survey respondents living in Burton Road

Comments include:

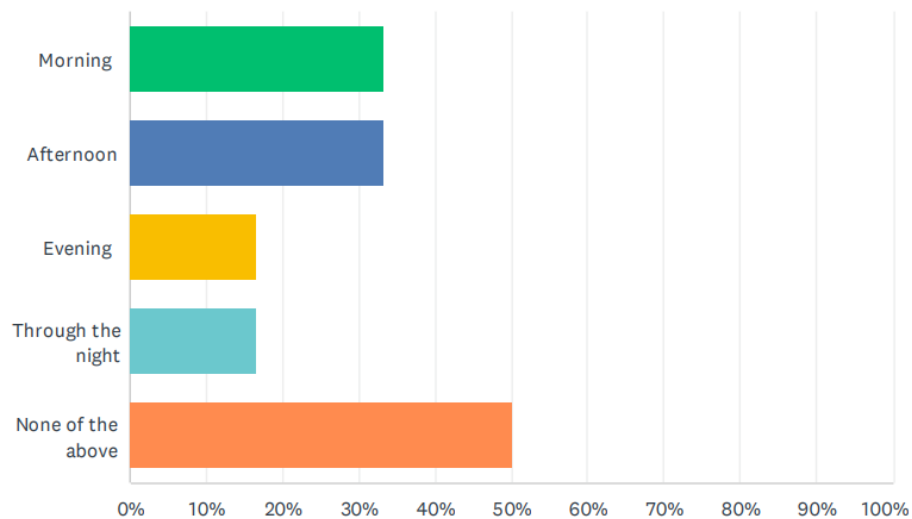
*Lots of people park here to use the High Road -resident parking permits are badly enforced, so ineffective*

*Times of traffic are linked to the school run*

Respondents stated that traffic peaks through the day – with 50% also saying there is no impact at any time:

### Q5 What time of day does traffic become a problem? (tick any that apply)

Answered: 6 Skipped: 0



The graph above illustrates the time of day when traffic impacts residents of Burton Road

Perhaps not surprisingly, there is little support for a traffic filter, with only 2 of 5 respondents supporting the idea. Comments reflect resident fears about reduced access for relatives visiting and deliveries. Of 3 residents that would support a traffic filter elsewhere, Dyne Road, Streatley Road and Burton Road were all selected.

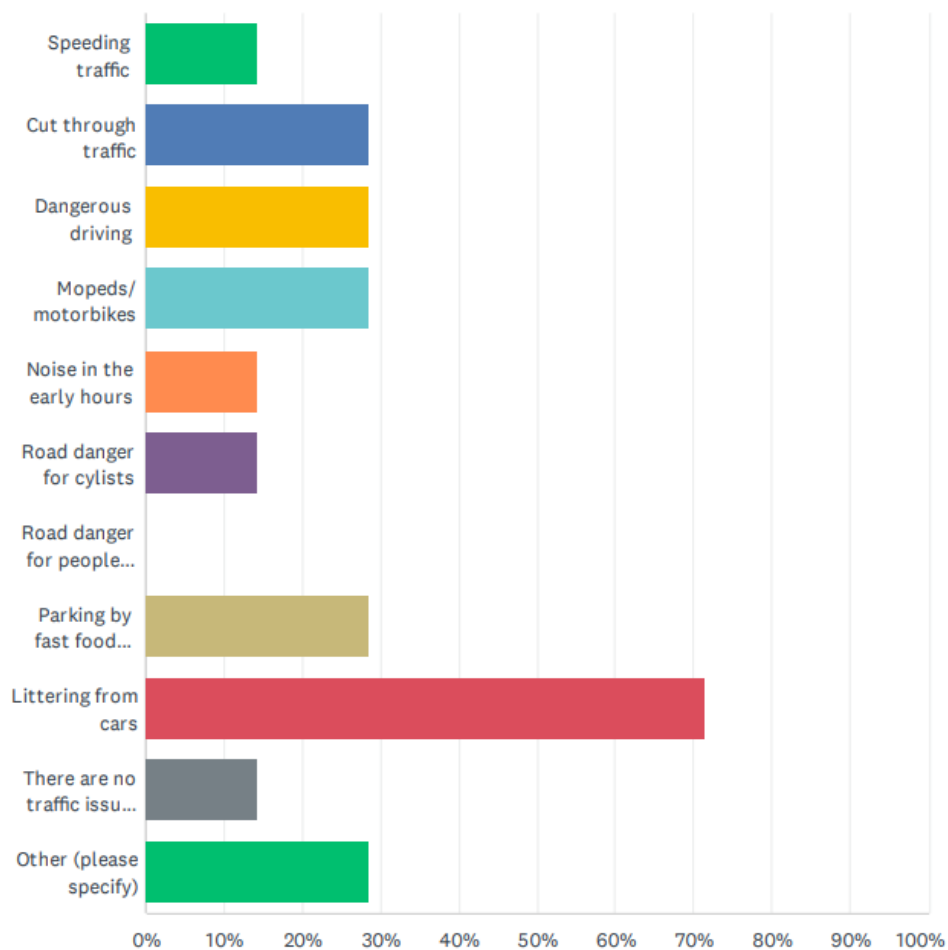
## Clarence Road

Clarence Road is a short street where Christchurch School, a Church of England Primary School with 190 pupils sits along with a small convenience store on the corner. Clarence Road links Torbay Road with Willesden Lane, so apart from school related traffic (which is subject to a timed School Street), there are just a few residential properties.

Only 7 residents of Clarence Road responded to the survey but 2 attended the second workshop. The online survey answers indicate there are traffic problems affecting this street:

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 7 Skipped: 0



The graph above and the table below illustrate the type of traffic problem affecting residents of Clarence Road

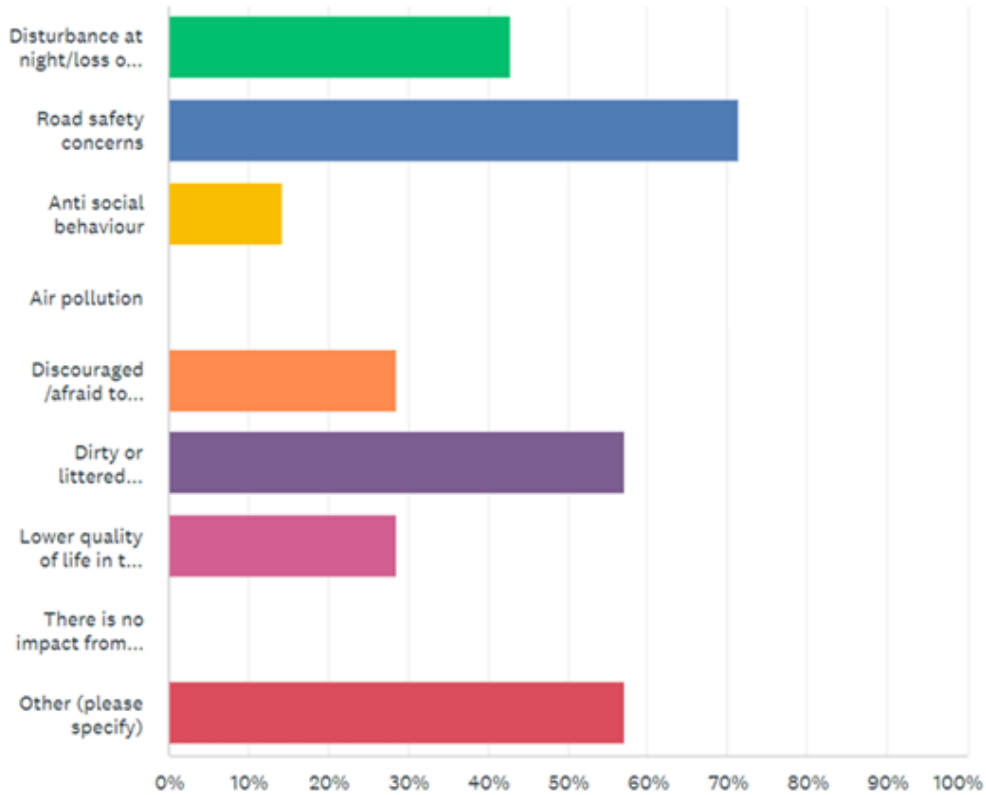
ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	14.29%	1
▼ Cut through traffic	28.57%	2
▼ Dangerous driving	28.57%	2
▼ Mopeds/ motorbikes	28.57%	2
▼ Noise in the early hours	14.29%	1
▼ Road danger for cyclists	14.29%	1
▼ Road danger for people walking / in wheelchairs	0.00%	0
▼ Parking by fast food customers	28.57%	2
▼ Littering from cars	71.43%	5
▼ There are no traffic issues on my street	14.29%	1
▼ Other (please specify)	<b>Responses</b> 28.57%	2
<b>Total Respondents: 7</b>		

This data demonstrates a broad picture of noise, disturbance and road danger alongside significant levels of littering from cars selected by 71% of respondents, possibly due to consumer waste from Willesden Lane fast food outlets. Again, the very low numbers mean it is difficult to draw any conclusions from this data.

In terms of the impact for those who completed the survey, road safety concerns are significant along with disturbed sleep at night:

# What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 7 Skipped: 0



This graph illustrates the impact of traffic on residents living in Clarence Road



View of Clarence Road at the junction with Willesden Lane and the play park opposite. Courtesy of Google Maps.

Comments reflect the following concerns:

- Lack of safe crossing points on Willesden Lane
- Criminal activity including drugs
- Aggressive driving, noise from modified engines/ exhausts on Willesden Lane
- Littering coming from Willesden Lane

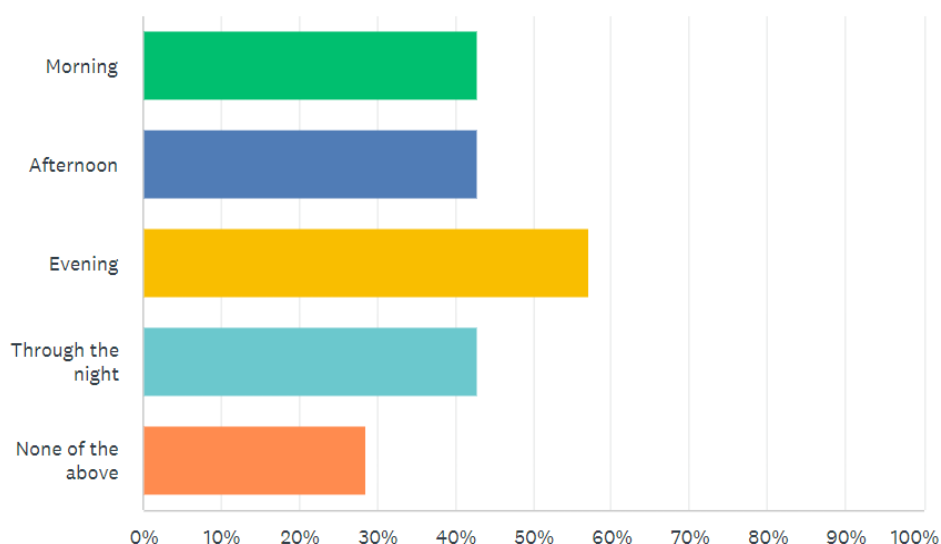
It's clear that either driver behaviours on Willesden Lane need to be better controlled or residents on Clarence Road need effective protection from them. The dangers of trying to cross Willesden Lane were highlighted by residents at the Dyne Road junction.

Taken with feedback from across the neighbourhood, there appears to be a need for the police to tackle irresponsible driving behaviour and anti social behaviour on the main roads.

Residents have indicated that traffic problems continue throughout the day and night, but with a higher level of activity in the evening and through the night: the graph below shows 57% selecting evening (4 of 7 responses) and 43% selecting other times of the day.

## What time of day does traffic become a problem? (tick any that apply)

Answered: 7 Skipped: 0



The graph above illustrates when residents of Clarence Road are most affected by traffic

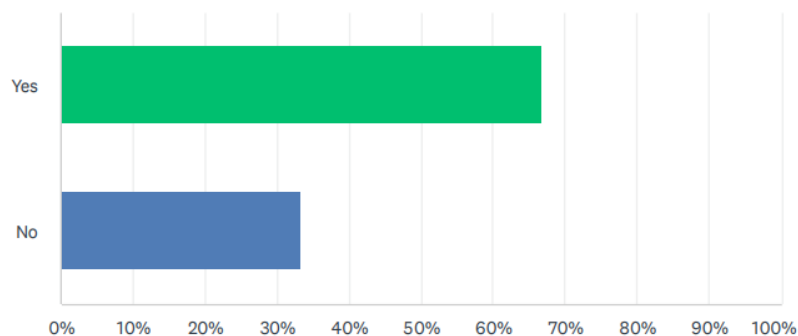
Clarence Road residents show more support for a traffic filter with 67% (4 respondents) saying “yes”: what is striking from their comments is the enthusiasm for the existing School Street measure which has clearly made a difference to the resident experience:

*In support of existing School Street. In favour of any traffic calming measure and even a traffic-free neighbourhood. In full support of scheme*

*The existing School Street works well and I'd like to see it stay, but wouldn't support another filter.*

**Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?**

Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	66.67%	4
No	33.33%	2
TOTAL		6

The graph above illustrates the level of support for a traffic filter among Clarence Road residents

When asked where else a traffic filter should go, Dyne Road and Torbay Road were mentioned, although only one respondent selected each. In the feedback, there is an impassioned plea for better parking enforcement of the resident permit bays.

*We also need restrictions for parking to be extended as at present it's 10am to 3pm unrestricted and there is never anywhere to park when I bring my child home from*



school. Make **parking restrictions 8.30am through to 7pm** to ease any additional problems we will incur from the proposed area of Brondesbury.



Vehicle parking next to the school street restriction on Clarence Road

## Streets outside the study area

Our publicity for the Kilburn Healthy Neighbourhood engagement programme went up around the boundaries of the area – along Kilburn High Road, Willesden Lane and along Cavendish Road. Through resident social media networks, word reached The Avenue which took part in the 2021 Kilburn Healthy Neighbourhood engagement programme as part of a borough wide trial of low traffic neighbourhoods.

Overall, the results showed this segment of the borough was less supportive of restrictions on traffic across residential roads so the original Kilburn Healthy Neighbourhood did not progress. However, many residents interviewed along The Avenue were suffering from high levels of traffic and were supportive of intervention, so disappointed that action wasn't taken.

The Avenue is a continuation of Cavendish Road and therefore any change in traffic volumes along Cavendish Road as a result of the Kilburn Low Traffic Neighbourhood may impact on The Avenue. This has prompted them to take part in the survey and as a result, their feedback is recorded here. Residents in Cavendish Road and The Avenue were unable to take part in any other engagement activities, but Brent Council has committed to baseline and ongoing monitoring to understand the impact of any potential interventions in the Dyne Road Healthy Neighbourhood scheme.

In the online survey, **51 responses came from outside the area.**

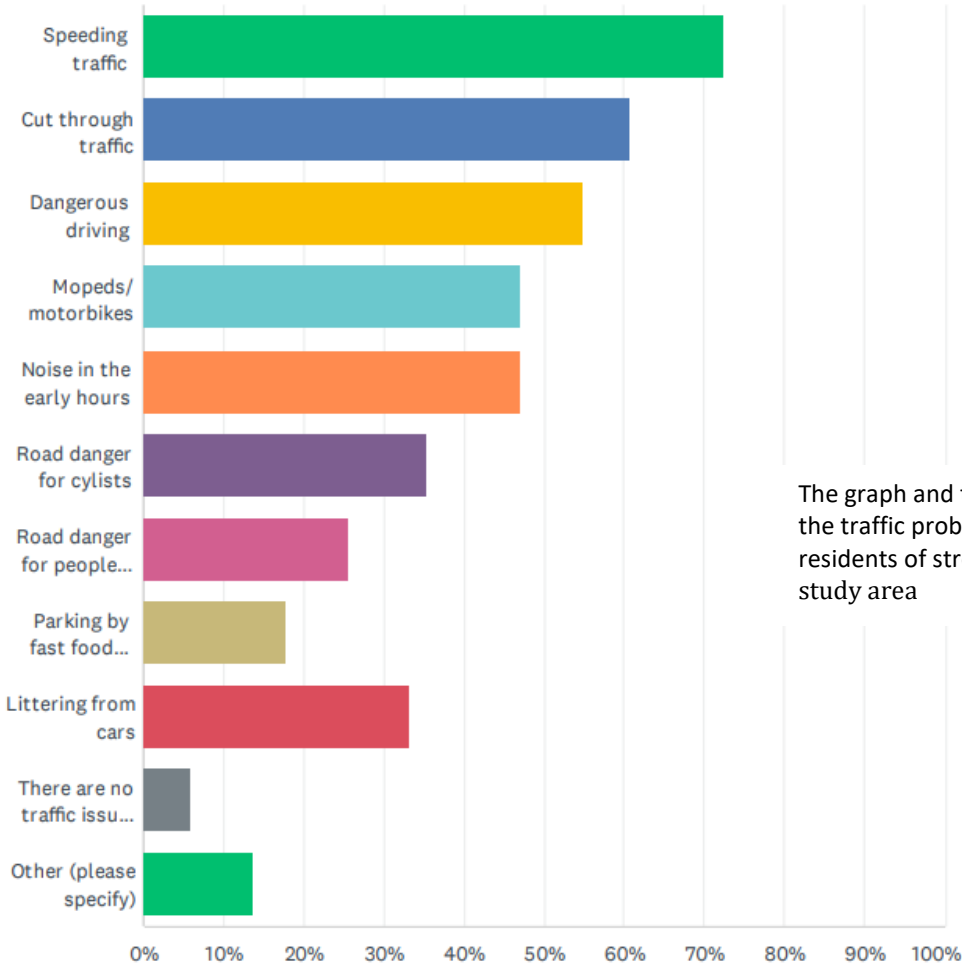
20 of these came from Cavendish Road, 6 from Willesden Lane, 14 from The Avenue and others from Kingsley Road, Hazlemere Road, Mapesbury Road, Christchurch Avenue, Winchester Avenue, Kenilworth Road, Fordwych Road, Iverson Road and Priory Park Road.

Kingsley Road, Hazlemere Road, Kenilworth Road and Priory Park Road are to the South of the study area and have already benefited from successful street improvements introduced in 2010 that significantly reduced traffic – named the Brent Eleven Streets. Mapesbury Road, Fordwych Road and Christchurch Avenue are to the North and West of the study area.

From the engagement data we collected, a number of the streets outside the Dyne Road neighbourhood share traffic problems. The graph below sets out the scale of the problem:

### Q3 What are the main traffic issues affecting your street? (tick any that apply)

Answered: 51 Skipped: 0



The graph and table below illustrate the traffic problems affecting residents of streets outside the study area

ANSWER CHOICES	Response rate	No of responses
▼ Speeding traffic	72.55%	37
▼ Cut through traffic	60.78%	31
▼ Dangerous driving	54.90%	28
▼ Mopeds/ motorbikes	47.06%	24
▼ Noise in the early hours	47.06%	24
▼ Road danger for cyclists	35.29%	18
▼ Road danger for people walking / in wheelchairs	25.49%	13
▼ Parking by fast food customers	17.65%	9
▼ Littering from cars	33.33%	17
▼ There are no traffic issues on my street	5.88%	3
▼ Other (please specify)	Responses 13.73%	7
<b>Total Respondents: 51</b>		

In comparison to some streets within the Dyne Road neighbourhood, it appears that some of these boundary streets are experiencing the worst traffic behaviours – including speeding traffic (73% or 37 respondents) and road danger for people walking or wheeling almost 26% (13 people) along with road danger for cyclists at 35% (18 respondents).

Dangerous driving and mopeds are negatively impacting residents in the Kilburn High Road area and they have highlighted the noise issues throughout the night.



Willessden Lane

Dangerous driving, moped activity, noise in the early hours all increase – and the subsequent danger for cyclists takes a jump. For residents that would want to cycle in the area, safety is a fundamental issue. Parking from fast food customers and littering from cars is also significantly worse.

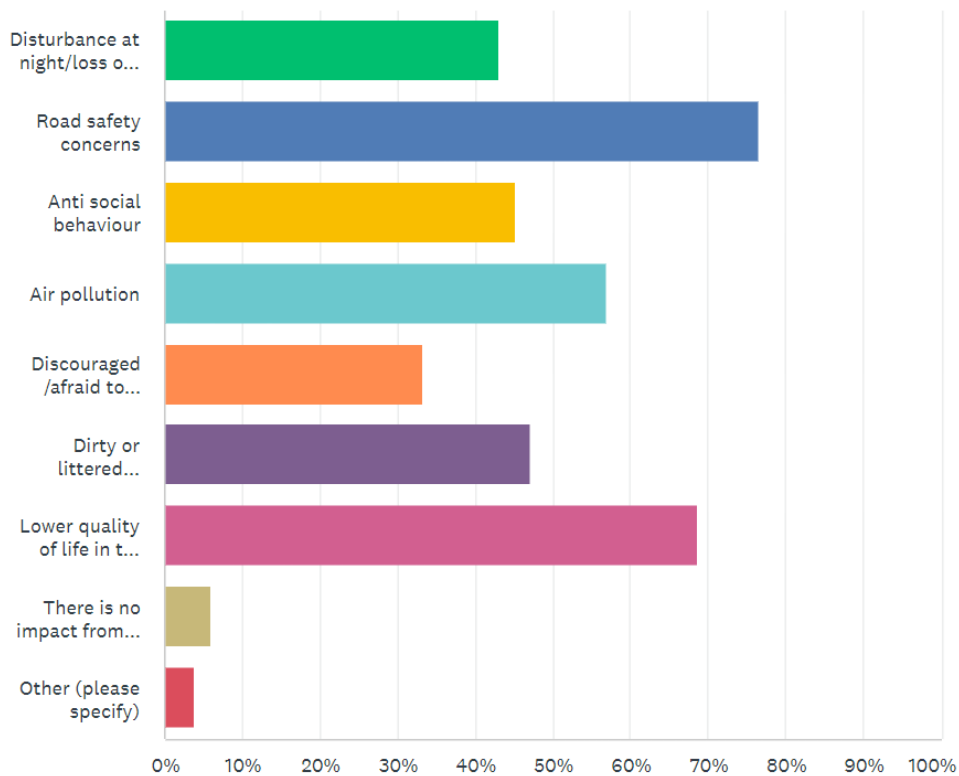
*Litter is a huge problem. We have created a Cavendish group chat to address the litter, noise, dirty and anti social behaviour problems we face every single day. The traffic build- up on the road due to cut through traffic is noisy and the air pollution is awful.*

*The traffic lights at the corner of Willessden Lane and Cavendish Road needs a pedestrian crossing*

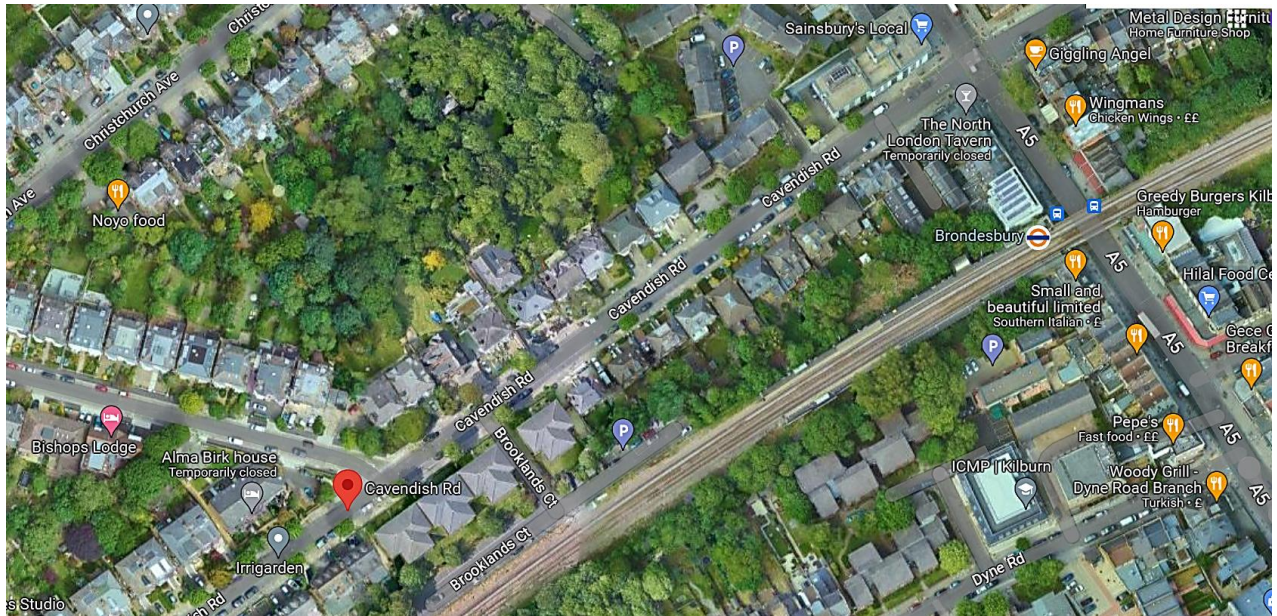
Looking at the **impact** on the lives of residents living in all those streets outside the Healthy Neighbourhood area who responded to our survey, we find that road safety concerns is a major headline, with almost 77% highlighting it (39 responses), closely followed by 69% stating their quality of life is lower (35 responses):

## What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

Answered: 51 Skipped: 0



The graph above illustrates the impact of traffic on residents living on the boundary roads of the study area

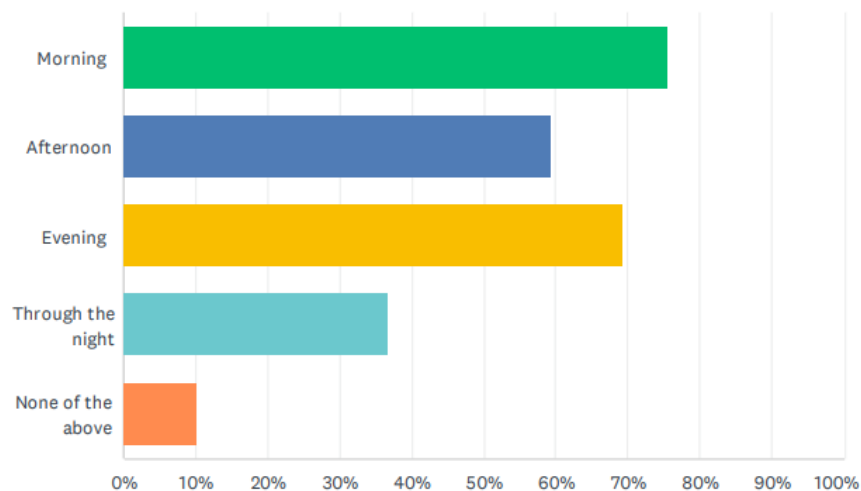


An aerial view of Cavendish Road, which connects with the A5. Image courtesy of Bluesky, Getmapping plc, Infoterra Ltd & BLUESKY, Maxar Technologies, The GeoInformation Group 2023.

Residents in boundary roads highlight that the problems continue throughout the day, but both morning and evening are heaviest – possibly aligning with rush hours. It is concerning to see that 37% of residents (18) find their sleep disturbed through the night. However, 76% of respondents are affected in the morning (37 people) and almost 70% of respondents in the evening (34) people.

### Q5 What time of day does traffic become a problem? (tick any that apply)

Answered: 49 Skipped: 2

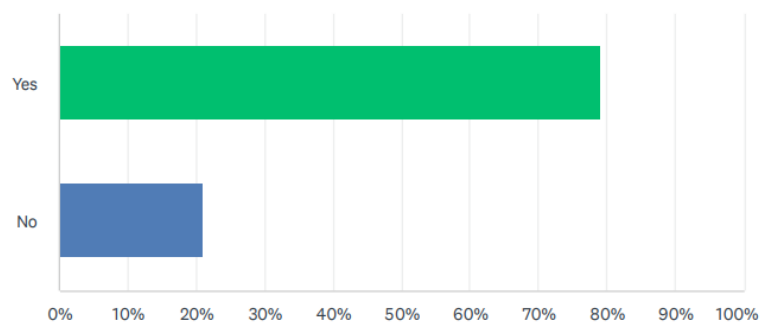


The graph above illustrates when traffic impacts on residents of boundary roads in the Study area.

Further demonstration of the level of support on boundary roads for further traffic restrictions can be seen in the responses below

Q7 Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home. Would you support a traffic filter in your street?

Answered: 48 Skipped: 3



ANSWER CHOICES	Response rate	No of responses
Yes	79.17%	38
No	20.83%	10
TOTAL		48

The graph above illustrates the level of support for a traffic filter among residents of the boundary roads.



The junction of Streatley Road with Willesden Lane

## Cycling Needs

Brent Council is keen to see an uptake of cycling across the borough and recognises that people’s real and perceived sense of safety on the roads is a key determinant in seeing this shift.

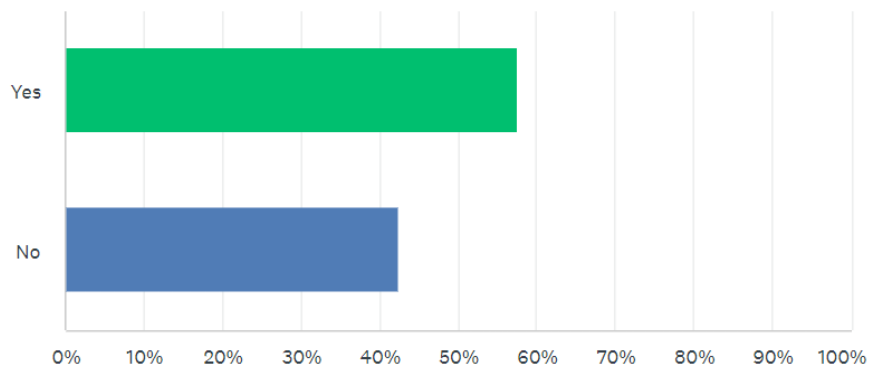
However, driver behaviour on the main boundary roads could be described as both reckless and aggressive – witnessed during our time in the area. Until motor traffic speeds and behaviours are controlled by transport management measures, street design and enforcement, cycling remains extremely dangerous for those taking part on either Kilburn High Road or Willesden Lane.

Questions about cycling in this survey reveal that:

- There is a high proportion of residents living in the Kilburn study area who are already cycling and of 309 respondents, 57% said “yes”.

### Does anyone in your household cycle?

Answered: 309 Skipped: 100



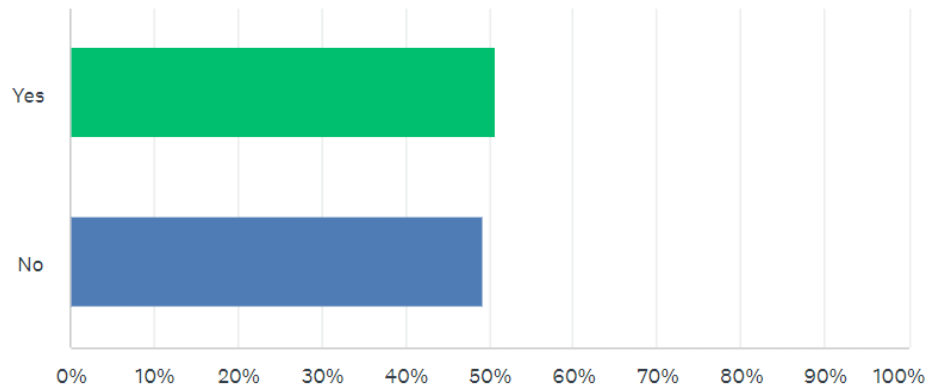
The graph above illustrates the number of people who cycle in the study area

Of 300 respondents who were asked if they would be more willing to take up cycling on quieter roads, 51% said “yes”.



# Would reduced traffic across the area encourage you or your family members to cycle more often or take up cycling?

Answered: 300 Skipped: 109



The graph above illustrates the potential increase in cycling that reduced traffic would enable.

This potential shift to active travel is currently stifled by roads dominated by cars and commercial vehicles. It is hoped the cycling improvements planned for Kilburn High Road by Camden and Brent Councils, combined with the growth of low traffic schemes will enable the desired behaviour change to take place and connected, safe cycle routes are established.

Comments from respondents who already cycle or would like to are revealing and illustrate the potency of safety factors and heavy traffic as deterrents:

*Our work / school commute is only 10/15 mins cycle but because of heavy traffic we avoid taking the bike.*

*We would especially like our children to be able to cycle with us more and we would do this if there was less traffic.*

*Kilburn High Road needs to be safer for cyclists. There's no point making the smaller roads safer and not sorting out Kilburn High Road as people will still be put off using a bike.*

*Cycle lanes are needed on Kilburn High Road and Willesden Lane. Why is there parking on Kilburn High Road? It's dangerous.*

*We are keen to cycle, and have an adapted bike for our daughter, but the traffic is too fast and too heavy.*

*Willesden Lane is genuinely terrifying to cycle on. As is Kilburn High Road. Would love to see cycle lanes like on Carlton Vale*

We also heard from those people who would not want or cannot choose to cycle. Their reasons include:

- Theft of bicycles in the area
- Lack of storage space in household
- Medically unfit to cycle
- Cost of on street cycle storage

Some respondents highlighted the cost of paying for a place in secure bicycle storage and further comments suggest that cycle hangars have been broken into and bicycles stolen, leaving residents unwilling to take the risk, preferring to store bikes inside.

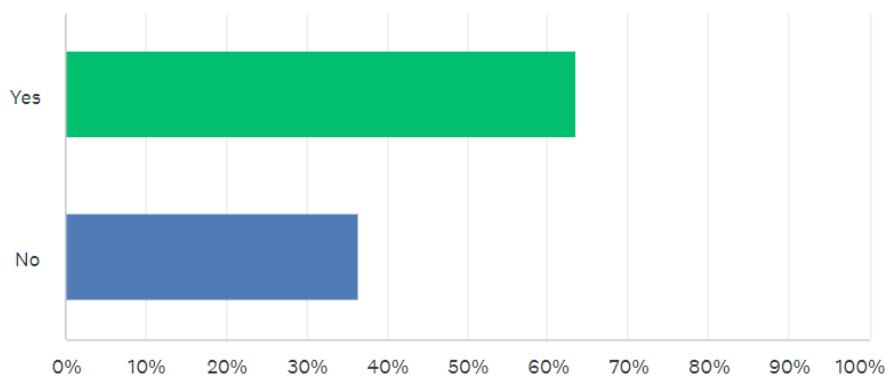
Brent Council hopes to develop a series of connecting quietways across Kilburn that link into the Camden cycle networks and routes into central London. Some sections could avoid main roads by using the low traffic neighbourhood. So, we asked residents how they might feel about increasing numbers of commuting cyclists using their streets. The overall results demonstrate a high level of support.

However, the comments below reflect a great deal of negativity about the potential for cyclists to use the road network - which they are currently expected to do, rather than cycle on the pavement.

In some comments, there is also hostility reflecting the view among some drivers that the road is only for them, despite the fact that everyone pays for the roads through central taxation (not by road tax), including those who cycle, walk or don't own a car. The carriageway should therefore be safe and accessible for everyone.

Limiting traffic access to the area means that a safe cycling route could be introduced. Quiet streets would be connected to a wider cycling network and you may see more cyclists passing through your street. Is this a change you would welcome?

Answered: 296 Skipped: 113



The graph above illustrates levels of support for creating a quietway cycle network in Kilburn

*I am indifferent – bicycles are better than cars but I don't like the lime bikes, which keep getting discarded on the pavements and go too fast.*

*It's a piecemeal solution- the safe routes are not continuous and put fast and slow cyclists together*

*The roads are already small. There are quieter roads cyclists could use. Cycle storage takes up parking spaces.*

*No need to advertise as a safe cycling route. Local cyclists are welcome, but more worried about the behaviour / speed of cyclists using it as a cut through route.*

Is it worth considering an **educational campaign** that accompanies the changes to Kilburn High Road and the low traffic neighbourhoods? It could explain to households who the roads are for, how they are paid for, that the primary entitlement should be safe travel for all – and unpick air quality data, accident data and its impact on the local area.



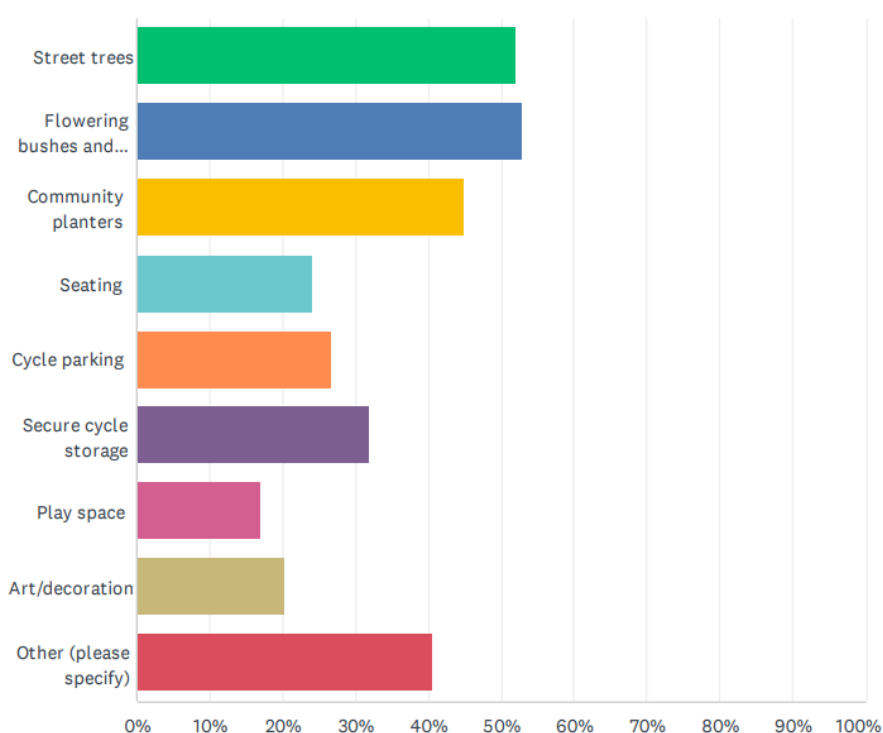
Cyclastic Community Bike Shed, based in Streatley Road.

## Wider Street Improvements

Brent has advised that as part of the low traffic neighbourhood, there will be opportunities to make wider street improvements and our survey offered a few suggestions that residents might like. The results are as follows:

Q9 There are a number of other changes which would improve the look and feel of your street. Which ones would you like to see implemented?  
(Tick all that apply)

Answered: 282 Skipped: 0



ANSWER CHOICES	Response rate	No of responses
▼ Street trees	52.13%	147
▼ Flowering bushes and hedges	52.84%	149
▼ Community planters	45.04%	127
▼ Seating	24.11%	68
▼ Cycle parking	26.60%	75
▼ Secure cycle storage	31.91%	90
▼ Play space	17.02%	48
▼ Art/decoration	20.21%	57
▼ Other (please specify)	<a href="#">Responses</a> 40.43%	114

There is overriding support for more greenery, supported by 45 - 53% of respondents. One suggestion might be policies to prohibit the erosion of gardens for parking spaces which has dramatically reduced the space for nature in our urban environment. This could protect biodiversity and greenery, street parking and footpath integrity in one go.

Residents are happy to see more trees, flowering bushes, incidental greening such as community planters or at the base of trees, supported by access to the earth at the base.

Secure bicycle storage and cycle parking is also popular, in line with the high population of cyclists in the area with 27 – 32% of residents supportive of these measures.

Seating is supported by 24% of residents, but each location must be assessed for risks of antisocial behaviour such as rough sleeping, drinking, gathering groups, and other perceived vices.



A nice example of tree bases are being planted up, as in Callcott Road (courtesy of West Hampstead Life)

There were also numerous suggestions from residents themselves about the street improvements they wish to see. These include:

- A playground for children
- More bins
- Electric car bays
- Community garden and pedestrianised area
- Improved pavement surfaces which are even and repaired quickly
- Less litter
- Remove drug dealers and users
- Better local policing and visible PCSO's
- Planting trees with biodiversity and bees in mind (ie not sterile)
- Retain the larger mature trees
- Speed enforcement
- CCTV to prevent theft

*Flower planters around trees and in spaces where trees have been removed*

*Brent Council cut down an apple tree and cherry tree in Calcott and Streatley - so I want them replaced*

*A lot of these ideas could make quite a difference to Willesden Lane and might encourage a villagey feel and more/ better quality businesses into the area as with Chamberlayne Rd*

*We have the Streatley Pocket Park but I would welcome a space for an older age group of children - the park is only suited to babies*

*Benches would be nice there are lots of elderly people in the street*

Residents mention how planting trees on the footway may cause them to become uneven and broken paving is costly to replace. One recent example of best practice in Lambeth involves trees being planted in the carriageway as part of their Kerbside Strategy – thus giving more space for walking and preventing the impact of broken paving, enabling trees to sit comfortably between parked cars in residential areas.

## Teacher and parent feedback, Christchurch Primary School

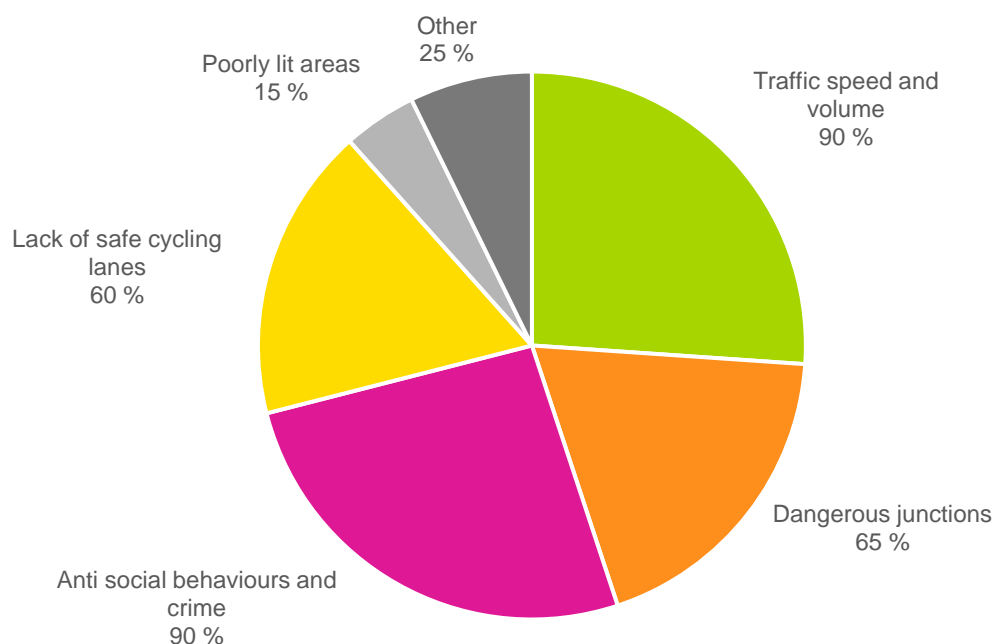
Staff from Christchurch School located on Clarence Road were invited to comment separately on the traffic situation and the proposals for reviewing access. We received 9 responses from parents who were resident in the area through the online survey.

We adapted the survey questions to be more relevant to the school community and what we learned from the 20 overall respondents was that:

18/20 or 90% of respondents saw traffic speed and volume as an issue for children walking or cycling through the neighbourhood. A further 90% highlighted antisocial behaviour as a priority concern.

Dangerous junctions affecting those cycling or on foot along with a lack of safe cycle space on the carriageway was identified by up to 65% of respondents.

### Concerns for school children walking or cycling to school



Other comments related to broken pavements, pollution and moped drivers, as well as antisocial behaviour taking place on the tennis courts opposite the school.

*Takeaway delivery bikes blocking access to the road as well as people parking on the yellow lines outside the takeaways on Dyne Road!*



We asked parents and staff if they were concerned about any particular locations. Their feedback highlighted:

- **Antisocial behaviour and criminal activity** including drug taking, dealing and drinking across the area but specifically on Willesden Lane, Clarence Road, Torbay Road, near the children’s park on Streatley, outside the school on Clarence Road and roads approaching Kilburn High Road.
- **Speeding and road danger from vehicles** on Clarence Road and near the school, on all Willesden Lane junctions and along Dyne Road as well as on small roads across the area
- Traffic not stopping at the **zebra crossing** on Willesden Lane/ Clarence Road
- Cars travelling through the **red traffic lights** at the junction of Willesden Lane with Cavendish/ The Avenue
- Lack of effective street lighting in the winter months
- Lack of security cameras around the school area

What these comments demonstrate is a lack of safe spaces for walking and cycling around the school and Clarence Road. It might be worth addressing the issues on Willesden Lane in terms of safe connectivity for those travelling to the school and crossing this main road.

In terms of the changes people would like to see, we offered a short menu of options and respondents added their own ideas to it:

Type of measure	Level of support (out of 20)
Traffic volume reduced	13
Traffic speed reduced	13
Safe cycling lanes & junctions	12
Better street lighting	6
More attractive streets including greenery	10
More play areas en route	3
Other	Lollipop person
	Traffic warden
	Speed cameras
	Longer crossing time for the pedestrian crossing at junction of Willesden Lane/ Cavendish Road

We asked parents and staff directly if they would support changes to limit cut through motor traffic across the Dyne Road neighbourhood. Of 20 respondents, 14 said “yes” (70%), 3 said “no” (15%) and 3 said “maybe” (15%).

*Making it no entry from Kilburn High Rd and no parking on the road outside the takeaways would be a good idea!*

Other changes teachers would like to see occur in the area include:

- Planters
- Cycle lanes
- Lollipop lady
- Speed cameras
- Good streets lighting
- Presence of Neighbourhood Police team at start/ finish school times
- Traffic wardens
- Further measures on Clarence Road need to consider traffic/ activity related to school operations (deliveries, staff, parents etc).



Walking to school is encouraged by Brent with their School Street programme (courtesy of Living Streets)

## Business and other stakeholder feedback

As part of the engagement programme, we distributed flyers to all the businesses that may be directly affected by the proposed traffic restrictions in Kilburn and encouraged them to either complete a survey online or face to face. These included any shops located on the corner of roads in the study area, trading on Kilburn High Road, Willesden Lane as well as those at the top of Dyne Road.

We also invited Kiln Theatre and Centre of Contemporary Music Performance to give us their formal feedback.

In addition, an email was sent the following organisations to let them know about the new traffic proposals in Kilburn and give them the opportunity to find out more:

Jehovah's Witness Kingdom Hall  
Brent Cyclists  
Brent Association of Disabled People  
Brent Talking Newspaper  
Brondesbury Residents and Tenants Association  
Metropolitan Police  
London Ambulance Service  
London Fire Brigade  
Kilburn Neighbourhood Plan Forum.

We received **13 responses** online from shops, businesses and organisations based in the area. The majority of respondents were based on Dyne Road (6), with others on the corners of Torbay Road, Callcott Road, Clarence Road and Buckley Road.

The key question related to how their business might be affected by the introduction of traffic restrictions. The themes of the responses were as follows:

- Traffic filters should be positioned to continue to allow deliveries at the corner of residential side streets
- Relocate the mopeds on Dyne Road as they are causing problems for the business
- A Chinese takeaway on Willesden Lane and Holy Cow Indian takeaway on Dyne Road use moped deliveries in the area between 6 – 11pm so moped restrictions are expected to impact their business.
- Woody Grill is concerned that customers who come by car won't find parking in the side streets and this might impact their trading.

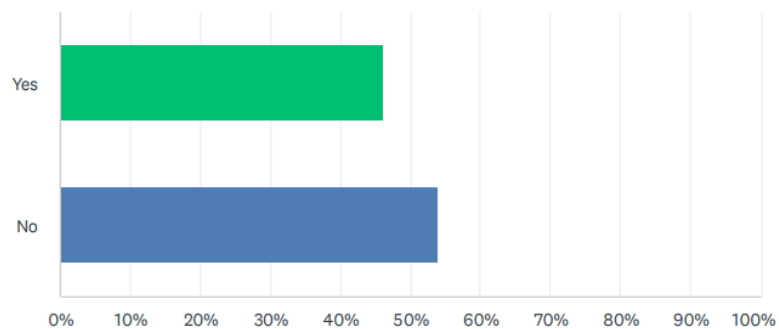
- Kiln Theatre on Buckley Road needs continued access here for disabled visitors arriving by car and access to the theatre yard is required for deliveries.

*These proposals will stop customers visiting the high street as it will make it harder to drive around and find parking. (Woody Grill)*

We wanted to know if businesses in the area relied on mopeds which are causing residents so many problems. 6 of 13 businesses below currently use moped delivery.

Q19 Brent Council is planning to restrict traffic, including motorbikes and mopeds through the Dyne Road/ Torbay/ Buckley/Burton and Plympton road area. This will remove the cut-throughs to Kilburn High Road and Willesden Lane, although deliveries to resident households in this particular area will still be possible. Do you currently make deliveries by motorbike or moped?

Answered: 13 Skipped: 2



ANSWER CHOICES	Response rate	No of responses
Yes	46.15%	6
No	53.85%	7
TOTAL		13

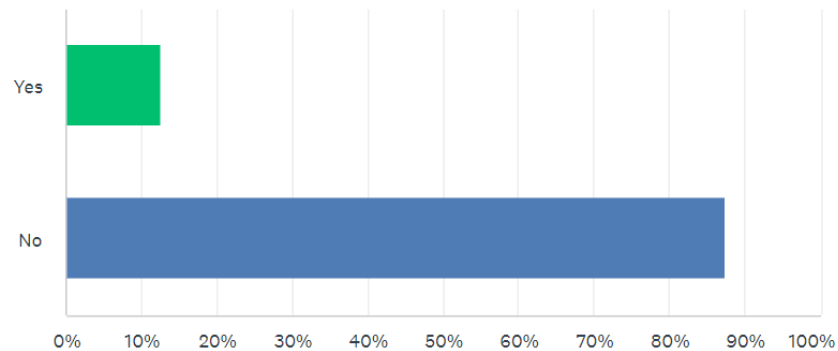
However, Swift Taxis raised a number of concerns about the moped population on Dyne Road.

*Please remove the delivery mopeds from Dyne and relocate them to the High Road. They are noisy and park irresponsibly in a way that prevents taxis from leaving (mopeds parked in front too close or behind as well). They create an obstruction and have damaged the parked cars with their carelessness. They congregate in huge numbers and intimidate passers by.*

We asked businesses who currently use mopeds if they could switch to using **cargo bicycles** – as is the case in many other London boroughs. This may be an aspect to follow up through the economic development team to consult with the businesses more formally.

## Could you switch to local bicycle deliveries?

Answered: 8 Skipped: 7



The graph above illustrates the willingness of businesses in Kilburn to make use of cargo bike deliveries

Reasons given include:

- Bicycle deliveries are too slow
- E bikes run out of battery
- Bicycle can't reach the deliveries further away
- Cannot afford a bicycle delivery for the area – limited staff

We were also advised that many servings are booked direct through Deliveroo, Uber Eats and Just Eat. Whilst the take away in Dyne Road provides the food for these orders, they are delivered by the mopeds parked on outside waiting to be called.



These mopeds are parked on Buckley Road

## Community Walkabouts

On 6<sup>th</sup> June there was an evening walkabout for residents in Kilburn. This was an opportunity for working people to highlight the concerns they faced with existing, discuss the proposals to restrict cut through traffic and make their points about the scheme overall.

The walkabout was attended by 17 residents, with Dunster, Torbay, Streatley, Dyne and Plympton Roads represented.

Overall, views about the proposal to restrict through traffic were divided among between those who took part. There were clear supporters of the concept – typically people who were already affected by reckless driving in the area. Sceptics of the scheme tended to be residents who currently felt less impact from traffic. However, there was a general agreement that Dyne Road suffered disproportionately and most residents were supportive of measures being introduced on Dyne Road. Disagreement focussed on how traffic might respond if restrictions were introduced on Dyne Road.

One resident suggested that the scheme be taken forward in stages – to monitor any measure on Dyne Road before introducing measures across the area. This would mean making changes reactively with accurate traffic information, rather than proactively to deter traffic from the whole area.

The walkabout route covered all the key pinch point locations in the area and allowed residents to share their views and voice their concerns. Their points are **Appendix item 5.**

Discussion included options on Dyne Road for the camera filter positions – at the end of the road, part way along the road or in the middle. One resident was keen to see examples of where traffic was restricted in the middle of the road and it can be seen on nearby Tennyson Road and Priory Park Road, Hazlemere Road's junction with Kenilworth Road.

# Discussion Workshops

The first co production workshop was held as a drop in session for residents. The workshop on the 24<sup>th</sup> May and was attended by more than 25 attendees, including Councillor Anthony Molloy. A second workshop on the 4<sup>th</sup> July had 15 residents who were invited from their online survey contact details, many of whom had not so far attended the activities.

The aim of the workshops was to create a space to explore the technical choices such as managing traffic access as well as presenting both the positive and negative aspects of each choice so residents could be informed when they considered the overall scheme design. Our goal was to have an understanding and broad guidelines to steer the development of the scheme, conscious that no option could meet the needs and wishes of every resident.

The challenges facing us in organising the workshop included:

- We would only be working with a small, representative sample of the residents and wider stakeholders
- Attendees may come with a personal agenda rather than the wider interests of the community.
- Funding and resources are finite so we may not be able to meet expectations
- Curbing moped activity was a particular challenge, with little or no police presence to tackle the reckless and dangerous driving going on and only limited means to prevent it using the cameras of a traffic filter.

The first workshop took place near the end of the survey period, but we extended the survey deadline to 31<sup>st</sup> May so that further surveys completed after the workshop would be included.

The workshop programme (**Appendix item 3**) involved initial presentations about the survey results so far, followed by an explanation by Arup of the traffic filter options, the role they can perform alongside any drawbacks of each. At this point, residents asked questions and made statements about the proposals.

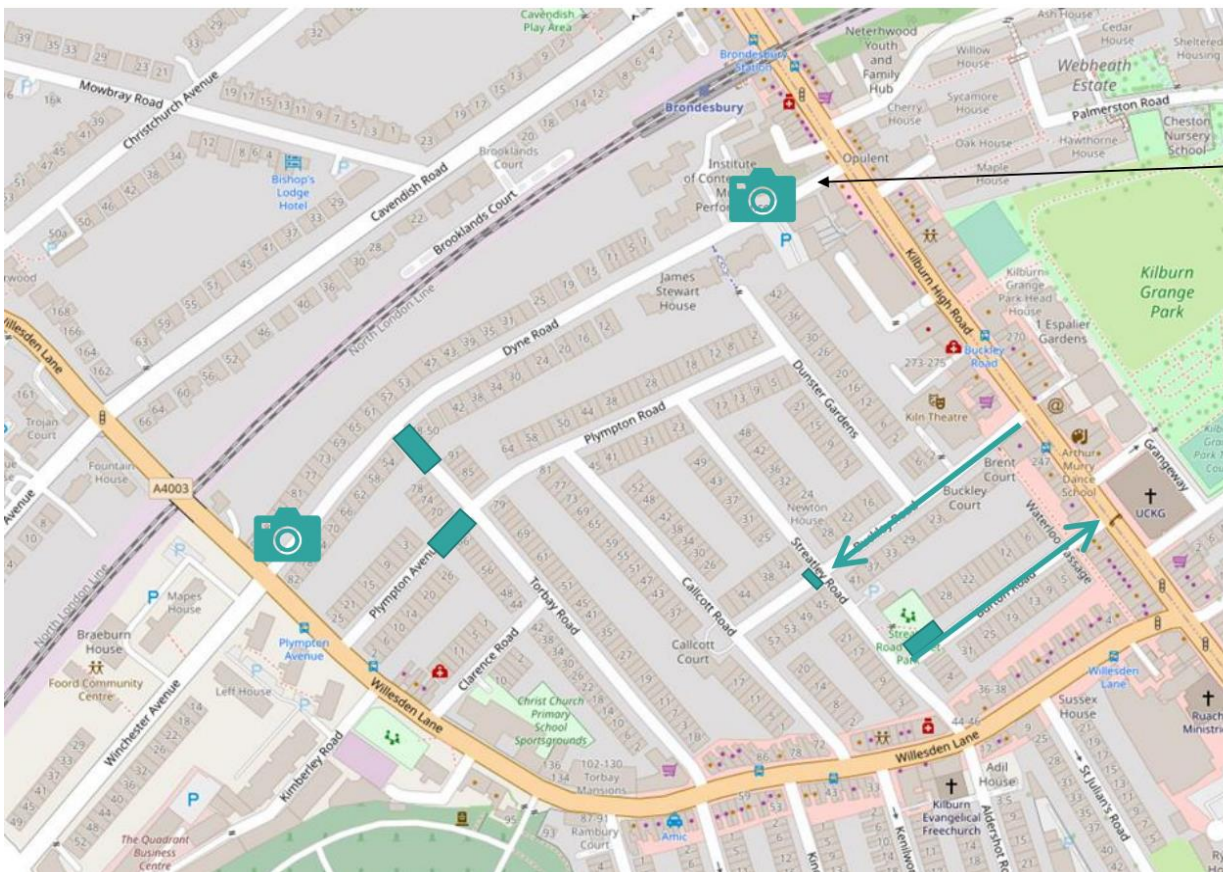
The second half of the workshop brought Living Streets and Arup staff together with residents around maps of the scheme, looking at how traffic currently flows, where problems occur and what measure might work where. Comments were recorded on post it notes and these were collected and collated after the event. The comments are **Appendix item 6**.

The **second workshop** on 4<sup>th</sup> July presented a proposed scheme design to the residents attending and explained the rationale behind it. We aimed to have representation from every street, but in the end we had attendance from the following streets: Dyne Road, Streatley Road, Plympton Road, Torbay Road, Callcott Road, Clarence Road.

We invited residents from Buckley Road but they did not attend and we lacked contact details for anyone from Burton Road.

The proposed scheme is set out below and consisted of:

- Camera based restrictions, residents and their visitors only on Dyne Road
- Fixed filter with no through traffic on Plympton Road and Torbay Road
- One way system on Burton Road and Buckley Road
- Road narrowing on Burton Road with two-way cycling and additional greening
- Fixed filter on Buckley Road preventing through traffic beyond Streatley Road
- Road narrowing on Buckley Road with two-way cycling.



Review provision of motorcycle parking and camera based access enforcement



Residents were offered information about the way traffic filters might look and fit into the existing street environment, using photographs and sketches. Generally, residents attending the second workshop seemed positive about the proposal and their comments are **Appendix item 6**:

At the end of our presentations to residents, Arup held a **Q & A session**:

**Q. Can we have clarification on the road closure on Buckley Road?**

A. You would not be able to drive the full length of Buckley Road.

**Q. Access by residents is likely to increase on Clarence Road**

A. There will be turning space on all roads and vehicles will have other options. We are looking at it as a whole area approach and there are a number of routes open to residents. However, during the scheme trial period, traffic will be monitored to ensure there are no unexpected negative impacts.

**Q. Was it cut through traffic or people stopping and parking that seemed to be the main issue on Dyne Road?**

A. We tried to collect traffic data on Dyne Road using ANPR cameras. Unfortunately, these were vandalised within 24 hours of being erected, so in the end this prevented us being able to understand this clearly.

**Q. How long will monitoring during the trial phase go on for?**

A. Subject to consultation, monitoring will take place for 12 - 18 months.

**Q. The biggest issue is mopeds. This scheme may not reduce mopeds – they do what they want! What would be the best deterrent for them?**

A. Cameras would be the best option to capture all vehicles including mopeds and our scheme will do that. Mopeds are part of large delivery companies and the Mayor of London is currently looking at these companies as part of a larger scheme. Residents living here can also help by directly collecting their takeaways and shopping rather than having it delivered.

**Q. Are there similar schemes allowing deliveries and family/friends to visit?**

A. The design of the filter determines the level of access – for example a school, street which allows timed access. Camera filters could incorporate timed restrictions which allows further flexibility and easier access. Resident access and deliveries have been designed into this scheme.

**Q. The proposal looks good, but it will only work if linked to other schemes.**

A. Brent Council and Camden Councils are together looking at Kilburn High Road at their boundaries, as part of a bigger programme of works which would see improvements taking place on this main road and this scheme has been designed to work with it.

**Q. Have you considered one-way along Dyne Road – maybe at a particular time?**

A. The issue for a long straight road such as Dyne Road is the increased speeds that is encouraged by one-way streets. Residents would have additional changes to their access routes if it is one way. Street parking helps to slow vehicles and encourages them to be more vigilant.

**Q. Could there be a modal filter in the middle of Dyne Road?**

A. There couldn't be a physical closure in Dyne Road due to the need for emergency service vehicle access. If it was just signage or a camera, it may not deter vehicles from entering Dyne Road and they would need to turn around. Mopeds could still access James Stewart House if a camera was positioned midway.

**Q. Could you install traffic lights at the end of Dyne Road and make it no left/right turn from Kilburn High Road?**

A. This would be logistically challenging for the wider area.

**Q. Are we referring to problems in the area as Anti-Social Behaviour (ASB) or illegal behaviour? Drug dealers come into the road fast and leave fast. Residents support the scheme but the Met Police need to be involved.**

A. All information about drug dealing provided in the surveys has been collated as ASB but clearly highlighted as an issue. Police involvement has already been raised with Brent Council. The Neighbourhood Police Team were invited to this workshop to hear from residents directly but declined to attend. We hope that police support for the scheme will help to reduce crime and illegal activity overall.

**Q. We like the idea of a better environment for walking and cycling.**

A. Pleased to hear that, as there are actually a large number of resident cyclists in the area. Brent Council are looking improving links for walking and cycling as part of the wider scheme too.

**Q. Regarding Emergency Services considerations – are we working with them? Seems that there are issues with existing LTNs not working with the Emergency Services.**

A. The London Ambulance Service (LAS) has already sent their requirements to Brent Council but although they have been contacted, we are still waiting to hear back from the Police and Fire Service.

**Q. There is little or no traffic and parking enforcement along Kilburn High Road. It causes congestion and a range of problems but there's no enforcement to help. This has a knock-on effect on the side roads.**

A. Responsibility for Kilburn High Road is split between the London Borough of Brent and London Borough of Camden which might make enforcement more complicated. However, they are working together and considering camera enforcement along there eventually to address some of the traffic problems.



Residents on the walkabout considering the issues by James Stewart House underpass

# Concept designs & rationale

As part of our brief, Living Streets was asked to set out why particular decisions were made about the design options available and be ready to explain the rationale to residents and stakeholders. Brent Council had instructed us to achieve the following:

*“To prevent through - traffic from using Dyne Road as a ‘short cut’, whilst allowing non-motorised forms of transport such as pedestrians and cyclists. Notwithstanding the practicalities of how the traffic filter would operate, it is not intended to prevent vehicular access for residents on Dyne Road nor prevent drop off and deliveries for households or businesses located on Dyne Road.”*

It was a requirement from the **emergency services** that Dyne Road had to be controlled with ANPR cameras although it remains unclear whether the police will be tackling the illegal parking or drug dealing in the area. For residents, the moped activities linked to fast food deliveries are also a priority and any scheme should address this issue.

From observing traffic behaviours at these sites, we can maximise the impact across the area.

One such location is the junction of Plympton Road / Avenue with Torbay Road and others would be Burton Road’s junctions with Streatley Road and Callcott Road.

At the same time, as traffic is removed from residential streets, they can be made available for alternative activities (such as play streets or social space) and safe active travel.

Arup attended both workshops and listened to the issues raised by residents. They were also furnished with a summary of the concerns raised by residents in the online survey, door to door surveys and walkabout.

They presented overview concept designs and described each feature of the design with accompanying images and references, including the traffic issues raised by our engagement activities:

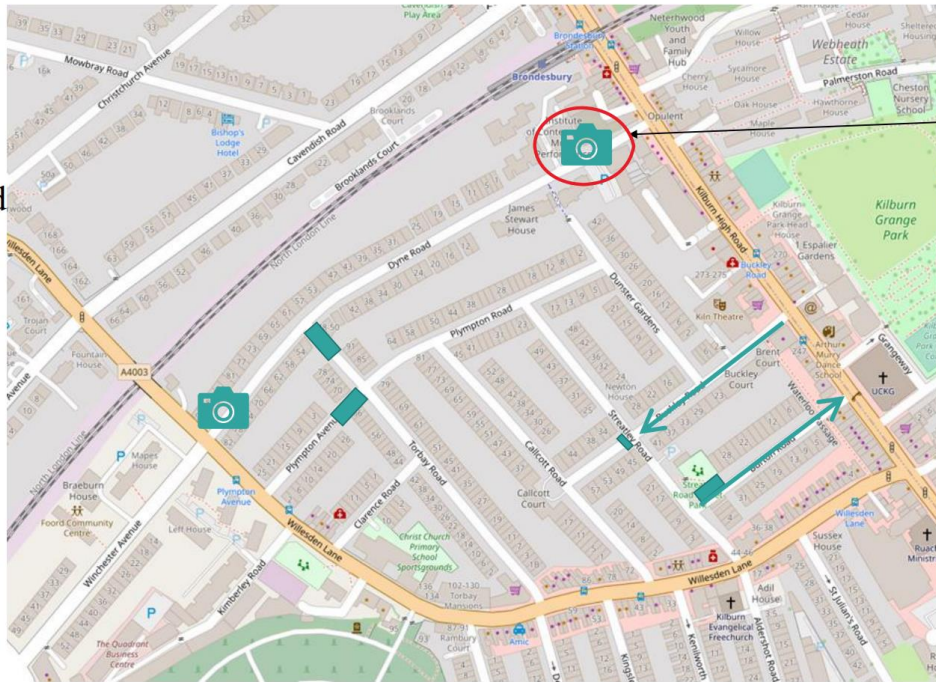
## Dyne Road

Cameras to be positioned at each end of Dyne Road, monitoring how long it takes the vehicle to pass along the street. Those vehicles passing through without stopping will be picked up, in contrast to those making a delivery or stopping at a property.

ARUP

## Dyne East

Camera controlled modal filter, and review of motorcycle parking



Review provision of motorcycle parking, and camera based access enforcement

## Dyne East

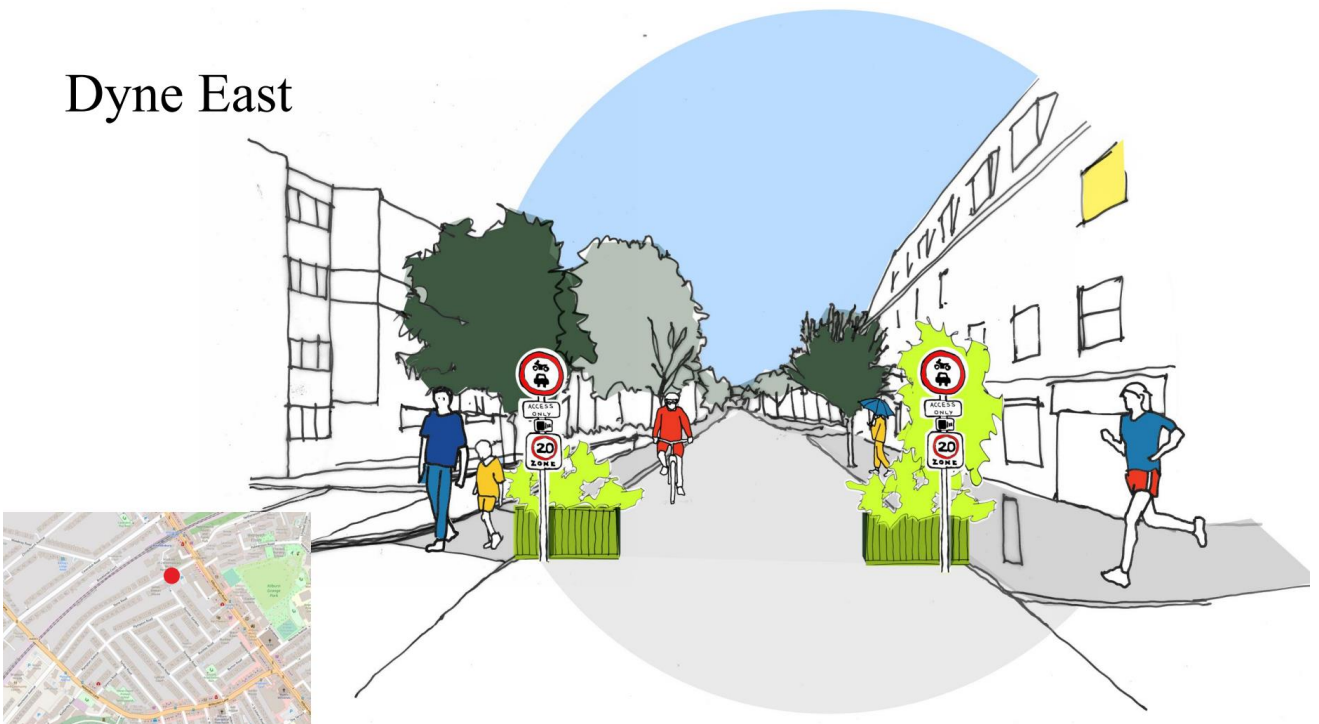
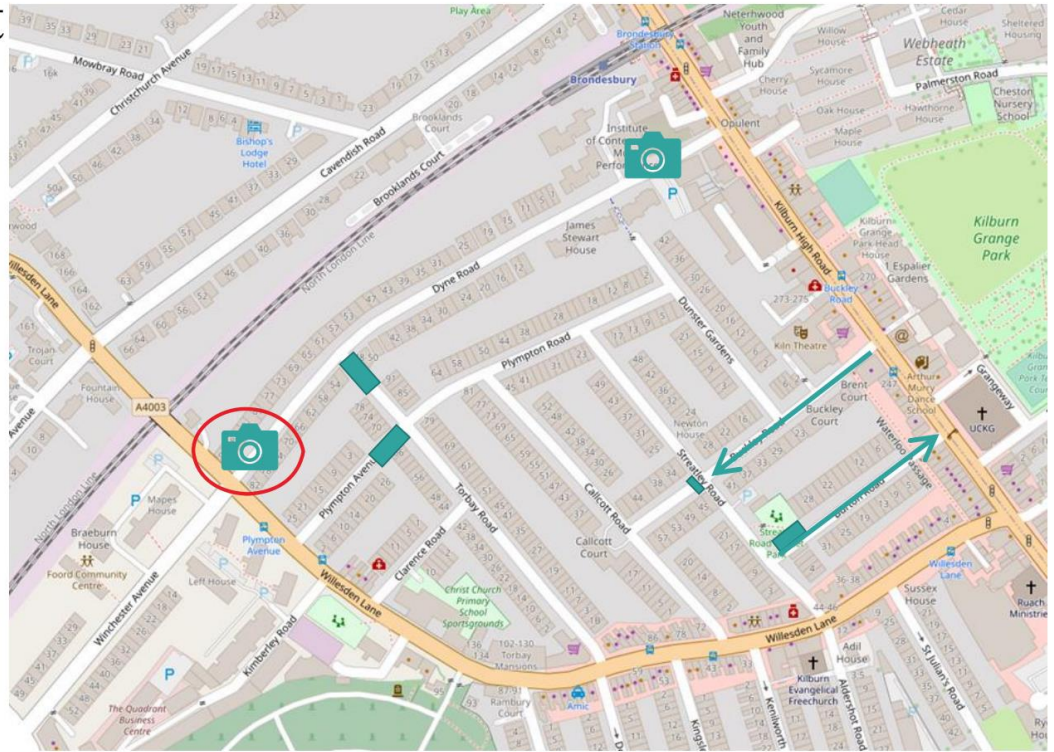


Illustration of the camera controlled filter at the Kilburn High Road end of Dyne Road

# Dyne West

Camera controlled modal filter



# Dyne West



Illustration of the camera filter at the Willesden Lane end of Dyne Road

# Dyne Road



Photographic examples of existing camera filters

## Plympton Road and Plympton Avenue

Residents highlighted issues with vehicles travelling down Torbay and out onto Willesden Lane via Plympton Avenue. As it stands, the current design still permits an indirect cut through of the neighbourhood. Delivery vehicles can still drop off and pass through (avoiding turning in the road) but this design should deter cut through.

## Plympton Avenue

Physical modal filter, with no vehicular access through

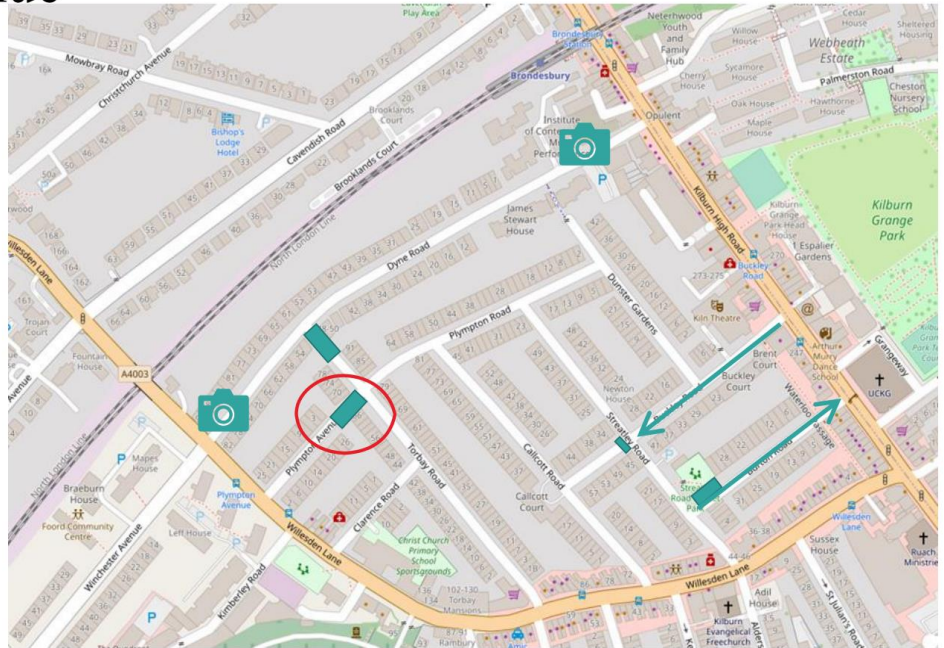
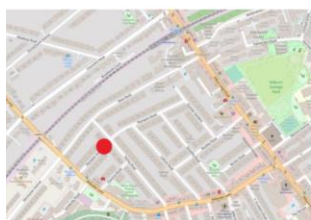


Illustration of the traffic filter which prevents access by motor vehicles on Plympton.

## Plympton Avenue





# Plympton/Torbay



Photographic examples of filters preventing vehicle access, including those in the Brent Eleven Streets

## Torbay Road at the junction with Dyne Road

Residents highlighted traffic cutting through from Dyne Road to Torbay Road then Plympton Road/ Avenue which has been verified by traffic surveys. This site offers space for a filter which incorporates attractive public realm development along the side of a property. The chicane design helps to prevent mopeds or cyclists passing through at speed

## Torbay Road

Physical modal filter, with no vehicular access through

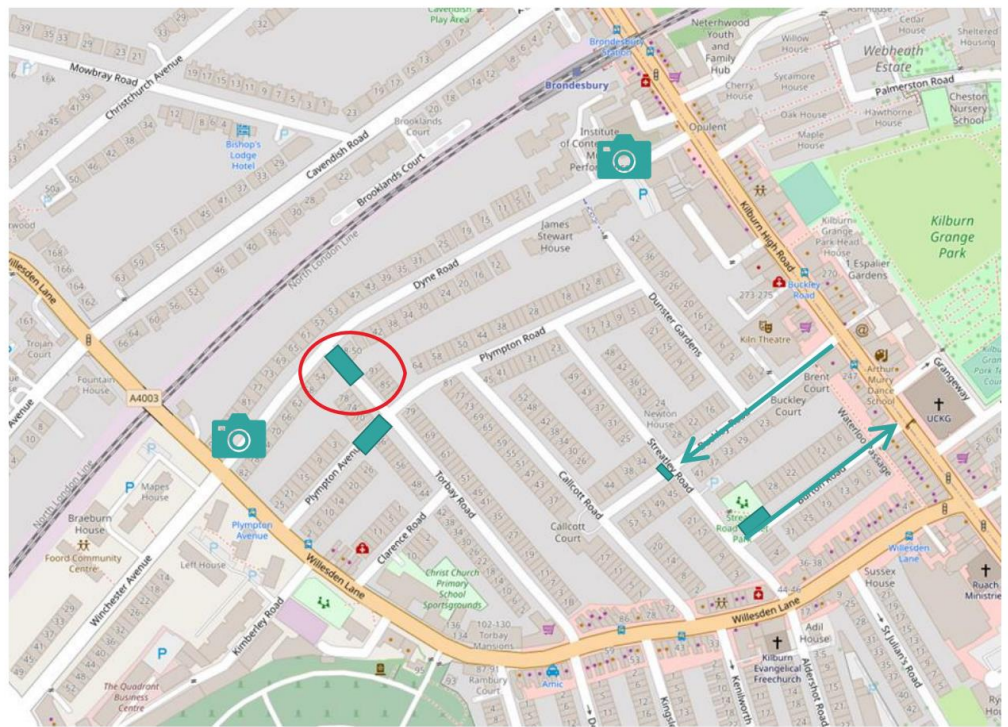
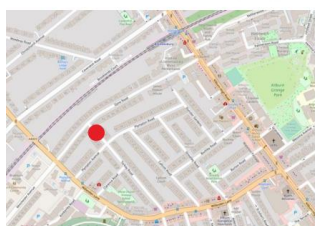
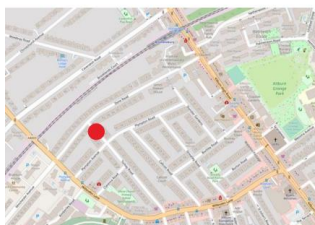


Illustration of a traffic filter which prevents access by motor vehicles on Torbay.

# Torbay Road



# Torbay Road

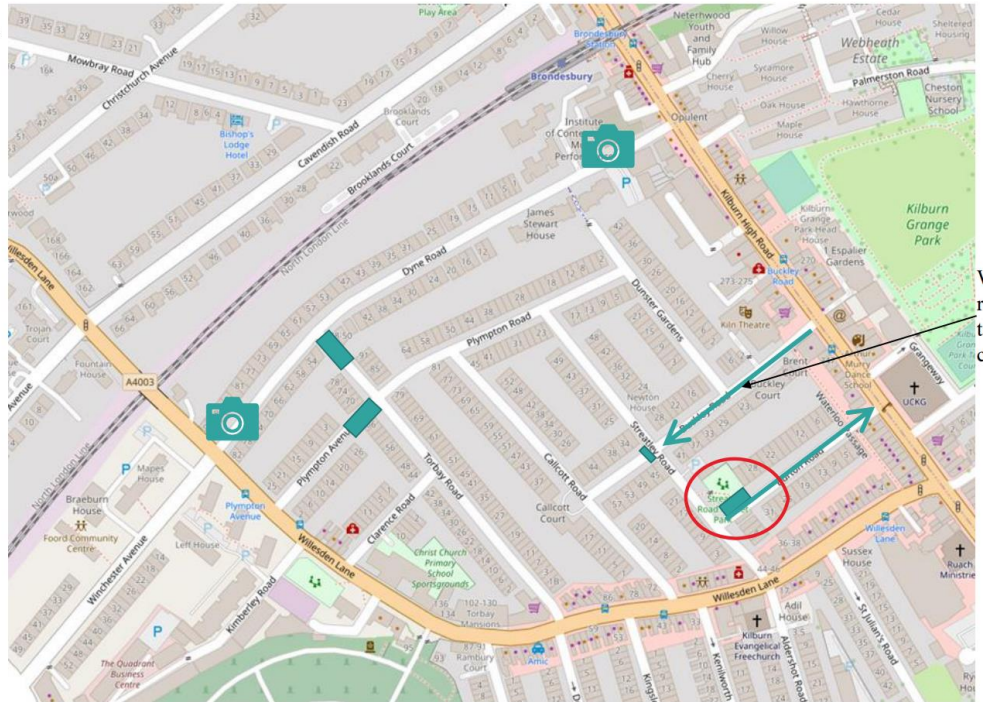


## Burton and Buckley

Residents reported cut throughs with high speeds and by narrowing the carriageway this should reduce speeds and deter cut through. Vehicles can no longer travel from Willesden Lane, via Callcott Road and into Buckley Road. On Burton Road, the space alongside the side of a house and the existing pocket park offers some potential to expand it and create a nice public space.

## Burton Road

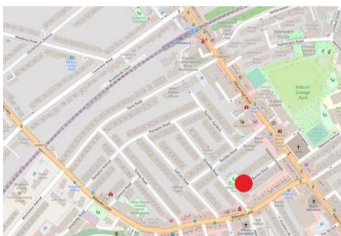
One way road, with road narrowing (adjacent to park) and two-way cycling



Width restriction traffic calming

## Burton Road

Illustration of one way road with two way cycling on Buckley, showing extended greening.



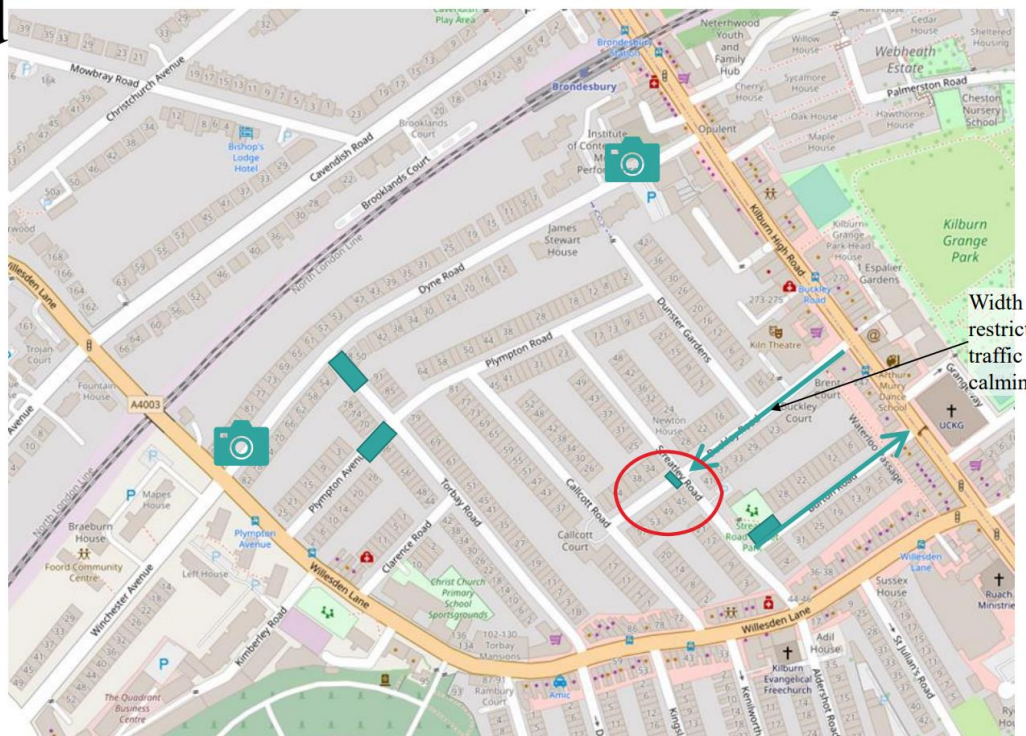
# Burton Road



Photographic examples of extending greenery onto a narrowed street

# Buckley Road

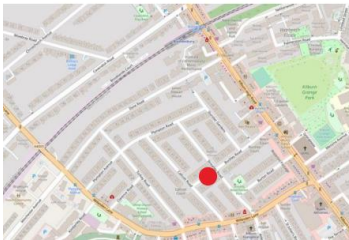
Modal filter,  
one way road,  
with road  
narrowing and  
two-way  
cycling



Width  
restriction/  
traffic  
calming

# Buckley Road

Modal filter,  
one way road,  
with road  
narrowing and  
two-way  
cycling



The positioning of the filter on Buckley allows vehicles to follow a one way system back onto Kilburn High Road.

# Buckley Road

Modal filter examples

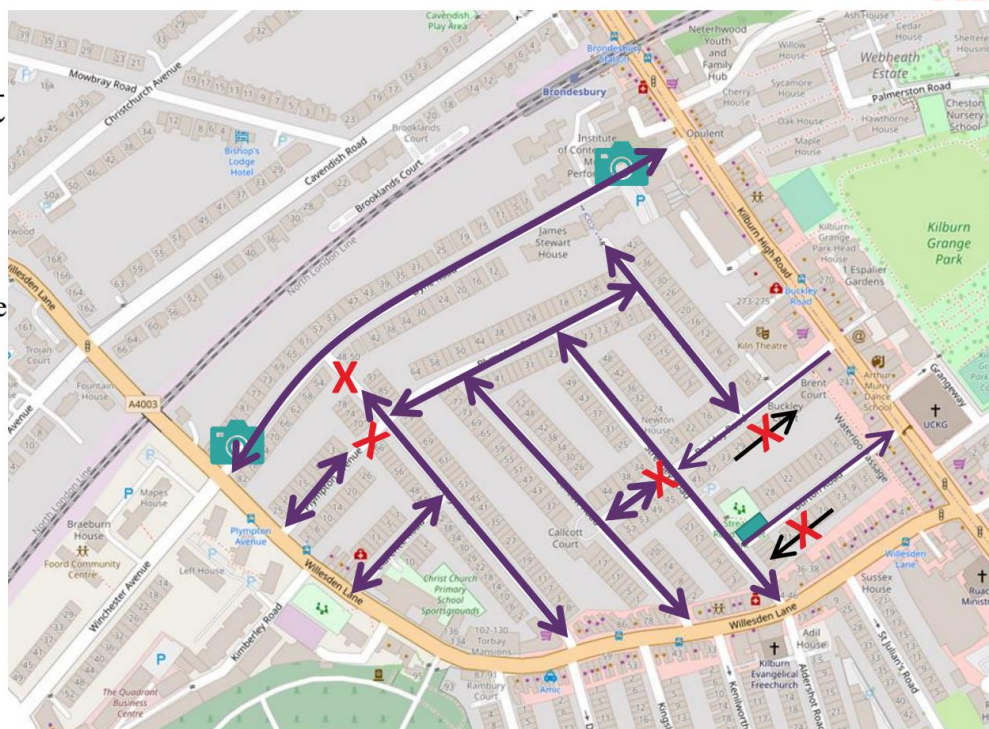


ARUP

Photographic examples of roads where motor traffic is filtered out

## Proposed movement patterns

- ↔ Proposed vehicle access
- X No vehicle through route



If the filters are implemented according to the concept design, access routes for residents are illustrated above

### Further recommendations

In addition to the proposals above, we would like to recommend that the following measures be considered which will improve the outcomes for residents in the area:

- Create a turning space on Buckley – avoiding need for one way
- Consider putting the Plympton Ave traffic filter on the other side of the junction with Torbay (at Plympton Rd). This will completely prevent cut through of the area. However, there may be fewer benefits overall in terms of tackling school traffic and may lead to vehicles turning in the road.
- Install CCTV in the James Stewart House underpass so that any moped passing through will be fined
- Review provision of motorcycle parking at the end of Dyne Road and provide an alternative formal space away from residential areas.

# Next steps

Brent Council has advised that following the production of this report, it will be made available to the public to view on the Council website.

Once the results of our engagement have been considered by Council officers and Councillors, the plan is to begin a formal consultation on the proposed street design in November of 2023 and this is expected to last 3 weeks.

Following the results of the formal consultation, if the scheme is to go ahead, the proposed scheme will be trialled for 12 – 18 months which allows for effective monitoring, embedding new travel routes and time for the benefits of the scheme to become apparent.

At the end of the trial period, the Council will make a decision about the long term future of the scheme.



# Conclusion

Resident concerns about traffic cutting through their area, the volume and speed of vehicles as well as the reckless driving behaviours of moped drivers during the night have led to this Kilburn Healthy Neighbourhood proposal which is supported by officers at Brent Council's Healthy Streets and Parking Team.


During the engagement process, residents of the study area were invited to provide detailed information about the problems they faced – if any – and how those problems might be addressed. We offered a range of ways to comment – online and face to face, during the day or in the evening, and we've had a good response overall with 410 people completing the survey and a further 60 people participating in activities.

We learned that the impact of traffic related problems varies significantly across the area – with some streets, or sections of street currently unaffected, whilst others are heavily affected, with journeys by bicycle, on foot with children or walking to and from homes in the area becoming unsafe.

Many residents have also highlighted that they see burgeoning drug dealing and usage to be as important as traffic. Having spoken to residents in 2021 and again in 2023, our team has witnessed the growth of this problem and its visible impact on community safety. It is therefore important for changes to the street layout to be taken as an opportunity by Brent Council's Antisocial Behaviour Team and the Neighbourhood Policing Team to tackle drug abuse – with more patrols, CCTV monitoring and arrests, sending a clear message that such activity is not tolerated in the area.

The solution for traffic cut-through is to restrict vehicle access through the area, filtering out motor traffic at key locations. These would be junctions which enable multiple streets to be accessed easily. With resident support we have introduced a series of filters here that would limit access and make the area less attractive for cut-through.

It can be hard to envisage changes to a streetscape and the possible benefits this can bring for a community. So one way is to visit those streets where traffic filters have been introduced in the past – such as Keyes Road (Cricklewood), Charteris Road, Donaldson Road, Hazlemere Road (Kilburn), Minet Avenue (Harlesden) and the visionary Chadwick Road/ Fawcett Road (Roundwood). These changes have made



streets quieter, safer, sociable and better suited to a residential community – which is the aim for the current proposal.

The trade - off for residents is a slightly longer or different route home. Residents will continue to have easy motor access, deliveries and visitors to their homes – but there may be a need to adjust routes to accommodate the new scheme.

Once one gets used to a new travel route, the inconvenience factor will reduce, whilst the quieter, safer area can encourage more residents and their children to cycle or walk for shorter journeys. The survey clearly shows how many people who would like to cycle are prevented by traffic and this is one issue we hope to address.

If the scheme is supported by residents at the formal consultation, Brent has also indicated that they would like to continue to improve the public realm of these streets -and we have researched the wider changes that residents would like to introduce, including much more greenery, trees and flowering plants, seating, bicycle parking and storage as well as more space for pedestrians and a cleaner environment.

# Appendices

## Appendix item 1: the engagement poster

### ENJOY A QUIETER NEIGHBOURHOOD



**Brent Council has asked Living Streets to involve residents in reshaping their neighbourhood streets. This will reduce through traffic but continue to allow residents easy access.**

We're keen to hear from you so please join us in person at the events outlined below or complete our online survey.

**Online survey**  
Visit [surveymonkey.co.uk/r/9C57VJZ](https://surveymonkey.co.uk/r/9C57VJZ) or scan the QR code below.  
Survey open 2 May - 30 May (4 weeks)

**Door-to-door surveys**  
We'll be knocking on doors in Dyne, Torbay and sections of Plympton, Clarence, Streatley, Burton, Buckley and Calcott roads.  
Surveys completed 10 May - 26 May

**Presentation and discussion workshop**  
Institute of Contemporary Music, 1B Dyne Road, Kilburn, NW6 7XB.  
Wednesday 24 May  
Presentation, 5-6pm  
Drop-in discussion, 6-8pm

**Community walkabout**  
Meet outside Christchurch Primary School, on the corner of Clarence Road.  
Tuesday 6 June, 4-6pm



For further information, please contact [healthystreetsandparking@brent.gov.uk](mailto:healthystreetsandparking@brent.gov.uk)



[livingstreets.org.uk](https://livingstreets.org.uk)

## Appendix item 2: the Survey questionnaire



Kilburn Healthy Neighbourhood 2023

### Questions for residents

#### \* 2. Which street do you live on?

- Dyne Road
- Plympton Road
- Plympton Avenue
- Dunster Gardens
- Torbay Road
- Calcott Road
- Streatley Road
- Buckley Road
- Burton Road
- Clarence Road
- Cavendish Road
- Willesden Lane
- Other (please specify)

#### 3. What are the main traffic issues affecting your street? (tick any that apply)

- Speeding traffic
- Cut through traffic
- Dangerous driving
- Mopeds/ motorbikes
- Noise in the early hours
- Road danger for cyclists
- Road danger for people walking / in wheelchairs
- Parking by fast food customers
- Littering from cars
- There are no traffic issues on my street
- Other (please specify)

#### 4. What is the impact of these traffic issues on you/ your family's day to day life? (tick all that apply)

- Disturbance at night/loss of sleep
- Road safety concerns
- Anti social behaviour
- Air pollution
- Discouraged /afraid to cycle
- Dirty or littered environment
- Lower quality of life in the area
- There is no impact from traffic
- Other (please specify)

#### 5. What time of day does traffic become a problem? (tick any that apply)

- Morning
- Afternoon
- Evening
- Through the night
- None of the above

#### 6. Do vehicles make deliveries to your house or will non-resident vehicles need to access your street? (tick all that apply):

- Taxis and private hire
- Parcels
- Food deliveries
- Carers
- Family visitors
- No, does not apply
- Other (please specify)

7. Traffic filters stop motor traffic from passing through. But there are choices about where the traffic filters are positioned. For example, to maintain access to loading bays or car parks behind the high street. They may also impact the route residents take to get home.

Would you support a traffic filter in your street?

- Yes  
 No

Are there any considerations we should be aware of when placing a filter in your street?

8. On which road would should the traffic filter be introduced to achieve the most benefit to residents? (tick one)

- Dyne Road  
 Plympton Road  
 Plympton Avenue  
 Dunster Gardens  
 Torbay Road  
 Calcott Road  
 Streatley Road  
 Buckley Road  
 Burton Road  
 Clarence Road

Further comments

9. There are a number of other changes which would improve the look and feel of your street. Which ones would you like to see implemented? (Tick all that apply)

- Street trees  
 Flowering bushes and hedges  
 Community planters  
 Seating  
 Cycle parking  
 Secure cycle storage  
 Play space  
 Art/decoration  
 Other (please specify)

10. Does anyone in your household cycle?

- Yes  
 No

11. Limiting traffic access to the area means that a safe cycling route could be introduced. Quiet streets would be connected to a wider cycling network and you may see more cyclists passing through your street. Is this a change you would welcome?

- Yes  
 No

If not, please explain why

12. Would reduced traffic across the area encourage you or your family members to cycle more often or take up cycling?

- Yes  
 No

Please give your comments



Kilburn Healthy Neighbourhood 2023

Questions for parents or carers

13. What particular concerns do you have for children walking or cycling to school through this neighbourhood?

- Traffic speed and volume  
 Dangerous junctions  
 Anti social behaviour or crime  
 Lack of safe cycling lanes  
 Poorly lit areas  
 Other (please specify)

14. Are you concerned about any particular locations? Please give details:

15. What changes would most improve the experience for children from this area walking and cycling to school?

- Traffic volume reduced  
 Traffic speeds reduced  
 Safe cycling lanes and junctions  
 Better street lighting  
 More attractive streets including greenery  
 Play areas en route  
 Other (please specify)

16. Would you support changes to limit cut through motor traffic in the Dyne Road neighbourhood so children can walk or cycle to school more safely?

- Yes  
 No  
 Maybe

Please give details



Kilburn Healthy Neighbourhood 2023

Further participation and information

**Living Streets is a national walking charity supporting Local Authorities to improve street layout and design so that streets are safer and more pleasant for walking. We work closely with schools and communities to ensure that everyone can choose to make short journeys on foot and specialise in community engagement and participation.**

22. We are organising a discussion workshop on 24th May 5 - 8pm and a community walkabout on 6th June 4 - 6pm. Please indicate if you are interested to attend either.

- Discussion workshop 24th May 5 - 8pm  
 Community Walkabout 6th June 4 - 6pm  
 I'd like to attend both

23. We can contact you with further information if you provide your name email/ phone number.

Name   
 Email Address   
 Phone Number

## Appendix item 3: Second workshop programme

ARUP



### Agenda for the Kilburn Healthy Neighbourhood Workshop

4<sup>th</sup> July 6 – 8pm

Institute of Contemporary Music Performance

#### Welcome & introductions (5 mins)

- Background & findings from engagement – Kathe (10 mins)
- Traffic/ accident data – Hayley (10 mins)
- Proposed Healthy Neighbourhood scheme and how the traffic filters work – Hayley (20 mins)
- Questions (10 mins)

#### Break with food/ drink (15 mins)

- Discussion around A1 maps (45 mins)
- Closing points (5 mins)

## Appendix item 4 – Survey data from individual roads

### Impact of traffic:

#### Dyne Road

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	54.05%	40
▼ Road safety concerns	56.76%	42
▼ Anti social behaviour	58.11%	43
▼ Air pollution	43.24%	32
▼ Discouraged /afraid to cycle	27.03%	20
▼ Dirty or littered environment	63.51%	47
▼ Lower quality of life in the area	58.11%	43
▼ There is no impact from traffic	9.46%	7
▼ Other (please specify)	<a href="#">Responses</a> 21.62%	16
<b>Total Respondents: 74</b>		

#### Torbay Road

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	15.38%	8
▼ Road safety concerns	23.08%	12
▼ Anti social behaviour	46.15%	24
▼ Air pollution	19.23%	10
▼ Discouraged /afraid to cycle	15.38%	8
▼ Dirty or littered environment	30.77%	16
▼ Lower quality of life in the area	26.92%	14
▼ There is no impact from traffic	30.77%	16
▼ Other (please specify)	<a href="#">Responses</a> 17.31%	9
<b>Total Respondents: 52</b>		

## Callcott Road

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	15.63%	5
▼ Road safety concerns	6.25%	2
▼ Anti social behaviour	28.13%	9
▼ Air pollution	6.25%	2
▼ Discouraged /afraid to cycle	9.38%	3
▼ Dirty or littered environment	31.25%	10
▼ Lower quality of life in the area	15.63%	5
▼ There is no impact from traffic	40.63%	13
▼ Other (please specify)	<a href="#">Responses</a> 43.75%	14
<b>Total Respondents: 32</b>		

## Streatley Road

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	13.04%	3
▼ Road safety concerns	21.74%	5
▼ Anti social behaviour	26.09%	6
▼ Air pollution	17.39%	4
▼ Discouraged /afraid to cycle	13.04%	3
▼ Dirty or littered environment	30.43%	7
▼ Lower quality of life in the area	13.04%	3
▼ There is no impact from traffic	56.52%	13
▼ Other (please specify)	<a href="#">Responses</a> 39.13%	9
<b>Total Respondents: 23</b>		

## Buckley Road

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	23.81%	5
▼ Road safety concerns	38.10%	8
▼ Anti social behaviour	52.38%	11
▼ Air pollution	23.81%	5
▼ Discouraged /afraid to cycle	14.29%	3
▼ Dirty or littered environment	47.62%	10
▼ Lower quality of life in the area	47.62%	10
▼ There is no impact from traffic	33.33%	7
▼ Other (please specify)	<a href="#">Responses</a> 38.10%	8
<b>Total Respondents: 21</b>		



## Plympton Road and Plympton Avenue

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	3.13%	1
▼ Road safety concerns	18.75%	6
▼ Anti social behaviour	25.00%	8
▼ Air pollution	12.50%	4
▼ Discouraged /afraid to cycle	3.13%	1
▼ Dirty or littered environment	28.13%	9
▼ Lower quality of life in the area	21.88%	7
▼ There is no impact from traffic	53.13%	17
▼ Other (please specify)	<a href="#">Responses</a> 28.13%	9
<b>Total Respondents: 32</b>		

## Clarence Road

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	42.86%	3
▼ Road safety concerns	71.43%	5
▼ Anti social behaviour	14.29%	1
▼ Air pollution	0.00%	0
▼ Discouraged /afraid to cycle	28.57%	2
▼ Dirty or littered environment	57.14%	4
▼ Lower quality of life in the area	28.57%	2
▼ There is no impact from traffic	0.00%	0
▼ Other (please specify)	<a href="#">Responses</a> 57.14%	4
<b>Total Respondents: 7</b>		

## Cavendish Road

ANSWER CHOICES	Response rate	No of responses
▼ Disturbance at night/loss of sleep	43.14%	22
▼ Road safety concerns	76.47%	39
▼ Anti social behaviour	45.10%	23
▼ Air pollution	56.86%	29
▼ Discouraged /afraid to cycle	33.33%	17
▼ Dirty or littered environment	47.06%	24
▼ Lower quality of life in the area	68.63%	35
▼ There is no impact from traffic	5.88%	3
▼ Other (please specify)	<a href="#">Responses</a> 3.92%	2
<b>Total Respondents: 51</b>		

## Cyclists

Does anyone in your household cycle?

ANSWER CHOICES	RESPONSES
Yes	57.61% 178
No	42.39% 131
TOTAL	309

Would reduced traffic encourage you or your family to cycle more often?

ANSWER CHOICES	RESPONSES
Yes	50.67% 152
No	49.33% 148
TOTAL	300

A safer cycling route means you may see more cyclists. Is this a change you would welcome?

ANSWER CHOICES	RESPONSES
Yes	63.51% 188
No	36.49% 108
TOTAL	296

## Appendix item 5 – Community walkabout on 6<sup>th</sup> June 2023

### Comments by attendees:

Location	Comment
Willesden Lane at junction with Dyne Rd	At rush hour, particularly dangerous at the zebra and crossings over Willesden Lane
	When the bus stops, it blocks visibility at the crossing. Could the crossing move further down?
	Could there be another safe crossing opposite the play park?
	Put a net on the basketball court to prevent the balls going into the road.
	A lot of research has already been done by Brent Council on Willesden Lane
	Cavendish/The Avenue junction has no crossing for pedestrians – no pedestrian phase on the lights = dangerous
	There are lots of schools in the area
	The seating in the park has been removed and never replaced
	At rush hour, its particularly dangerous for pedestrians at crossings
Dyne Rd	This type of speed bumps are terrible for 2-wheeled vehicles (designed to let the ambulances pass through)
	Not wide enough for two -way traffic
	Should there be humps? Make Dyne one-way - want to be able to travel down Dyne to prevent pushing cars onto Willesden Lane where people live, so not to make more traffic there.
	Dyne road is particularly difficult to cycle on - so many near misses.
	Collision data will be under-reported.
	Could we have noise activated cameras to catch loud vehicles?
	Cab drivers sit on the junction and litter or urinate
Dyne Rd at junction with Torbay Rd	This junction is dangerous, there are blind spots - one incident took off vehicle mirrors
	No street lighting
	This is the main passing point
	Dyne needs to be one-way all the way along the road
	Very fast cars from Plympton Avenue to Plympton Road. The road is not well marked - dangerous to cross. Corner house had wall knocked down (Plympton/Torbay)
	Main cut through
	No speed bumps here
	Taxi drivers leave litter
	Drug drop offs- - BMW parks here
	A physical measure would be preferable
	Traffic comes from Willesden Lane then down Torbay - traffic has increased because of the Tesco
	Need a filter near Tesco

	Litter on Torbay demonstrates neglect
	Still wants to be able to drive down Torbay
	Between Tesco and Clarence - drug dealing cars
	Clarence/ Torbay- no housing- drug selling and taking spot
	Camera would help on Dyne
Torbay Rd at junction with Plympton Ave and Plympton Rd	Filtering onto Cavendish Road would be fine – it's a wider road and the houses are set back
	Need to look at the whole picture- how cars get onto Kilburn High Road
	Traffic light phasing concerns me – but there will be transport engineers looking at it with a good idea of what the knock on effects might be
	Dyne Road/Kilburn High Road currently has road works- so its like running a little experiment - cars cannot turn onto Dyne at present. So where do they go instead?
	Timings - Evening time for the food trade and around school time
	The cut through is: Dyne- Torbay- Plympton Road. We observed this during the walkabout. A noisy car travelling at high speed.
	General support for the school street
Plympton Rd en route to Callcott Rd	Seems quiet at present
	No issues identified by attendees
	In general- drug dealers are more of an issue
Callcott Rd junction with Buckley Rd	“Making space for cyclists feels important”- agreement from the group
	Hard to get a secure cycle space - concerns about the admin process and cost
	Theatre visitors are taking up resident parking spaces, so could the resident parking restriction be extended
	Bicycle storage hangar causes a blind spot at the corner - could it be relocated to the other side of the road?
	Relatively calm traffic at present
Buckley Rd junction with Streatley Rd	It is quiet
	Not suited to easy cut through - can't get anywhere useful
	Traffic constant throughout the day
	The odd speeding car- but not high volume
Streatley Rd junction with Burton Rd	On extending the park - general disagreement and concerns raised for its use by homeless, drinkers and drug dealers
	Agreement that Streatley/Burton is a regular cut through
	Suggest a no left turn from Willesden Lane
	Resurface the road -it is gravelly and risks of slippage for cycling
Buckley Rd junction with Dunster Gardens	Church has their own car park, but it still causes a lot of parked cars
	Confirmed it is a dangerous junction

James Stewart Underpass at Dunster Gardens/ Dyne Rd	Need to allow through cargo bikes so cannot create a chicane
	Need a barrier to prevent mopeds
	Dangerous to walk through at night
	Large commercial rubbish bins close up the passageway- and are very full.
Kilburn High Road end of Dyne Road	Cab drivers littering
	The route from Dyne Road across Kilburn High Road to Kilburn Grange Park is dangerous. Its needs a more direct crossing - only an island. Poor connectivity.
	Create paid parking for motorbikes at the end of Dyne.
	Reduce motorcycle bays - they are hanging out there all day
	Councils need to work together to resolve these wider traffic issues – it should be encouraged
	Timed parking exists – but no one moves vehicles on.
	5 years ago this wasn't a problem.

## Appendix item 6 - Co production workshop on 24<sup>th</sup> May and 4<sup>th</sup> July 2023

### Workshop 1

Location	Comment
Kilburn High Road	Kilburn High Road is a disaster zone- There is a separate piece of work - multimillion-pound scheme to improve this road. The traffic filters are a much smaller scale project.
	As a disabled driver- she will be more likely to park on Kilburn high Road because she can't go into another LTN zone.
	Make a 24/7 bus lane on Kilburn High Road and ban the right turn on Dyne to prevent rat running between Netherwood street and Dyne.
	Dangerous turning onto side street from high road.
	No right turn out onto Kilburn high road or turns right into streets from Kilburn high road- side roads dangerous.
	Dangerous junctions- Dyne/ Kilburn High Road & Buckley/ Kilburn High Road for pedestrians and cyclists.
	Junction narrowing on side streets from Kilburn high road- stop parking
Willesden Lane	Have we done any engagement with Willesden Lane? There are many more residents on Willesden Lane than the other roads and are from underprivileged backgrounds. It is not just to more traffic to Willesden Lane.  Tesco Express at junction with Torbay Road is very busy with cars at the junction with Willesden Lane – chaotic and supportive of a filter.
	Willesden lane at the end of Dyne Road - what are the options for traffic filters? Are cameras the only option?
Dyne Road	Dyne junction with Kilburn High Road: Motorcycles are an obstruction at the junction.
	Suggest priority passing places at Kilburn High Road end of Dyne Road.
	Litter/ rubbish at end of Dyne Road is dreadful- moped riders leave it as they cant be bothered to walk 20 yards to the bins near the peri peri shop.
	Suggest average speed cameras on Dyne Road- to track point A-B with speed yellow cameras
	Middle of the road camera on Dyne rather than at each end - prevents cut through, but allows deliveries

	Put double red lines at end of Dyne and Torbay
	Dyne Road traffic calming humps are not well maintained.
	Pavements narrow on Dyne Road – so suggest one way from Willesden Lane
	Poor pavement quality on Dyne Road.
	End of Dyne at Kilburn High Road. Moped traffic seems to be a priority, but its 'local'/not through traffic. Solution needs to focus on this.
	Dyne road and Kilburn high road junction is a very dangerous pinch point
Dyne/ Dunster passage	Dunster/Dyne underpass is really dangerous with the mopeds.
Torbay Road	Dyne deliveries drivers also come down Torbay.
	Drugs problems on Torbay are awful.
Clarence Road	Clarence Road should be one way towards Willesden Lane
Impact of school street on Clarence	School street on Clarence pushes parents in cars to Torbay where they idle. Why have we not seen more parents walking because of the school street?
	School run hours are the worst time of day
Torbay Road	School parents are idling on Torbay
	Torbay Road junction with Plympton is critical access route to area - benefit of filter is maximised.
	Pedestrianised area could go here. Junction is dangerous and visibility is poor. Restrict parking of minicab driver. Could a pedestrianised area increase ASB
	Torbay road near Dyne- no house frontages, could widen the pavements or put modal filter. There are drug drop offs, minicabs and scooters and a litter problem.
	Crossing Torbay near Dyne is really dangerous
Torbay/ Clarence junction	Torbay/Clarence junction has a drug dealer house which needs tackling.
Streatley and Burton junction	Streatley & Burton junction is very bad.
	Torbay and Clarence are not busy roads and in fact very safe.
Streatley Road	Streatley Road/ Burton Road- regular cut through in both directions to avoid traffic light.
	Fast driving on Callcott Road and Streatley Road.
	Extend park into Streatley Road but not Burton Road
Plympton Avenue	Plympton Avenue will get the traffic from Dyne Road
	Install a modal filter at Plympton Road with Torbay Road - it is a very dangerous junction.

	Dyne restrictions will push traffic onto Plympton Avenue and down Torbay
	Parents from primary school drive down Plympton Avenue to get back on Willesden Lane
Cavendish Road	Cavendish Road is a far bigger problem. Will these proposed traffic filters be monitored to see what impact on other roads?
	There is no pedestrian crossing where Cavendish crosses Willesden Lane - dangerous
	Phasing of traffic lights between Cavendish and Kilburn High Road is not favourable
	Cavendish used to be the busy road and has now moved to Dyne Road
Burton Road	Dunster/Buckley is also a critical junction
	Burton and Buckley filter to stop the cut through traffic coming out
	Lots of collisions on Buckley Road and Kilburn High Road junction
Cycling and cyclist needs	Bolt cutters can easily break into Brent Council's bike hangers
	Cycle hangers are not very secure
	Two way cycling on one way roads feels unsafe
	Brent Eleven Streets is much safer for people cycling – previous LTN area
	James Stewart House moped cut through in cycle path is dangerous- could put in cycle chicanes.
	James Stewart House: Pedestrians walk in the bicycle lane because the paved area is uneven, the drug dealers/addicts congregate there and scaffolding has been up for the last year (now gone)
	TLF could designate a route through the <b>Brent Eleven Streets</b> as an official cycle route instead of using Kilburn High Road or Willesden Lane. It's a much safer route (heading south)
	Introducing a cycle route in the residential areas - but what happens when you leave them and go on the main road?
Use of cameras	ANPR cameras can be used for improved parking and tow away car break
	Additional camera for improved policing
	Adding CCTV for ASB on ANPR poles
Process of introducing the LTN	Can it be done in phases to see what happens as it goes? Data driven approach in stages to see what the consequences are. Perhaps starting with a temporary solution?
	The boundary roads should be monitored very carefully.
	Brent will do further monitoring (beyond the ARUP data) before implementing a scheme.
Food deliveries	Food deliveries should be encouraged to use bikes and not mopeds.
	Food deliveries only started during lockdown.
Lighting	LEDs created black spots into between lamps
Yellow lines and red parking lines	The council should enforce the double yellow lines in the area.



	Red lines on roads are only brought in and managed by TFL.
Other queries:	This area has the fewest traffic problems in Kilburn- Why here?  The aim is to reduce car usage overall.  Emergency service should still have two way access if street is one way

## Workshop 2

Location	Comment
Clarence	CCTV camera has now gone in for the school street
	Concern for increasing traffic on Clarence due to proposed closures on Plympton and Torbay
	Residents will use Clarence to get out from Plympton Road
	<b>Clarence Road</b> registration system outsourced so for GDPR had to send details again rather than use the same as the parking system.
	Children in the area do not tend to go to the school on <b>Clarence Road</b> . Quite a few go to private schools so travel further.
Buckley	Buckley - Fly tipping has been an issue on Kilburn 11 streets. It would be interesting to find out if drug issue has reduced there?
	Could the one way directions on Burton and Buckley be the other way around?
Dyne	Remove some parking spaces at the very end of the road = safety issues, bottleneck and dangerous for pedestrians.
	Put in a zebra crossing on Dyne in line with the pedestrian cut through under James Stewart. Crossing is currently dangerous for pedestrians.
	Install a raised table crossing at KHR end as its too narrow. Wider pavements is needed and lots of kids passing through here.
	More bike storage and much cheaper bike storage at Willesden Road end.
Plympton Road	Options to access Clarence/ Plympton have been reduced by two closures at top of Torbay. Traffic options are greatly reduced so this leads to more traffic on other roads.
	Could there be benefit to part closure on the other side Plympton Road/ Plympton Avenue?
Willesden Lane	Willesden lane/KHR junction will get very congested because of the Buckley/ Burton one way

	Willesden Lane- flashing lights are not maintained
	Introduce a lower speed limit on Willesden Lane.
Streatley	More bicycle storage needed (at Plympton Rd end)
	Introduce traffic calming on Streatley - it's a narrow street with only a speed bump to manage speed problems
Park on Burton/Streatley	Burton/ Streatley Park- The park works as it is- don't take the fence down as it provides safety for children. Any planters need to be well maintained
Torbay	Greenery will improve the feeling of the area as a whole
James Stewart underpass	CCTV cameras area needed for James Stewart- to tackle the on foot drug dealing.
Kilburn High Road	Very narrow pavements on KHR



	<b>Written by:</b>	<b>Checked/ approved by:</b>	<b>Issued by:</b>
<b>Issue no.</b>			
Draft 01	Name: Kathe Jacob Date: 31/7/ 2023	Julia Crear 31/7/2023	Kathe Jacob
Draft 02	Name: Kathe Jacob Date: 9/08/23	Julia Crear 9/8/23	
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